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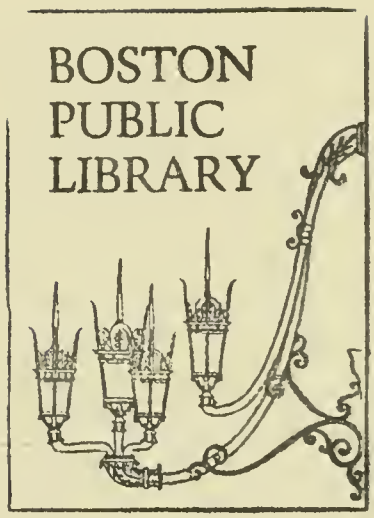
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Proposal

BOSTON PUBLIC LIBRARY

BOSTON REDEVELOPMENT AUTHORITY

RUGGLES CENTER PLAZA

Fay, Spofford & Thorndike, Inc.
Engineers

April, 1990

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April 19, 1990

Mr. Paul Reavis
Assistant Director for Engineering
and Design Services
BOSTON REDEVELOPMENT AUTHORITY
City Hall, Room 943
Boston, MA 02201

Re: **RUGGLES CENTER PLAZA DESIGN SERVICES**

Dear Mr. Reavis:

Design and construction of Ruggles Center Plaza is not an isolated urban event. The plaza will serve as a focus and a resource for the community. Even more importantly, it is to be an integral component of a busy urban center. To meet the demands of fitting this plaza into its context, coordinating the process efficiently, controlling the design elements to meet a clear goal, assuring the maintenance of traffic and safety in the project area, FAY, SPOFFORD & THORNDIKE, INC. (FST) offers the BRA the demonstrated skills and experience, the breadth and depth of staff, to execute this project successfully.

Also important is the ability to coordinate with large-scale developments. FST has strong credentials in this regard, having handled public open space projects coupled with massive development such as the Southwest Corridor Parkland, Lechmere Canal Park, University Park at MIT, Kendall Square and Cambridge Center, the 9/90 Development in Framingham, and numerous others. With this experience, FST can assure that the plaza project never becomes subservient to the demands of the larger development-- that its integrity and values be maintained, indeed, emphasized, throughout project implementation.

FST is a full service engineering firm with offices in Boston and Lexington, MA. Staffed with more than 240 skilled individuals, FST offers multidisciplinary services in civil, structural, transportation, geotechnical, electrical, mechanical, environmental, and sanitary engineering.

No team is more familiar with the project. FST through its decade of experience coordinating all three design sections of the Southwest Corridor Project has gained extensive familiarity with the communities, Ruggles Station, plans and goals for the MBTA in the future. FST has a close working relationship with the BRA having completed a number of successful projects in recent years.

Through these and other assignments, FST has developed unparalleled familiarity with the requirements of the City of Boston and the regulatory agencies which will have an interest in this project.

Our selected landscape designers, MORIECE & GARY, INC. (M&G) were chosen for their outstanding contributions to the City's open spaces. Having worked closely with M&G on the Section I parkland for the Southwest Corridor as well as the nearly-complete St. Botolph Street for the BRA, (and numerous other projects over the years), we have the highest regard not only for their aesthetic achievements but for the practicality and durability of their designs. Because M&G designs are typically carried from initial planning through final construction, the designs are firmly based in the reality of the environment into which they must fit. They are sensitive to the operational realities of budgets and maintenance requirements, and of the needs and desires of the communities.

M&G has designed more than 300 urban parks for various public agencies or jurisdictions. They are thoroughly conversant with permitting and funding agencies in the Commonwealth and have completed assignments for virtually every agency within the City of Boston.

Handling community relations is PRIMARY GROUP, INC. headed by Kirk Sykes, a neighborhood resident and community leader. On the design of the Roxbury Post Office plaza, PG prepared the community presentations and coordinated with the BRA on design issues. They know the players involved, worked as well with the Madison Park community, and have a long-standing commitment to excellence both personally and professionally.

Finally, SCHOENFELD ASSOCIATES, INC. a woman-owned business enterprise located in the City of Boston will provide assistance in engineering and resident inspection. We have high regard for their engineering professionalism and have worked with this firm on both prior and continuing projects.

In developing this team, we have emphasized our commitment to the BRA's goals for Affirmative Action/Equal Employment Opportunity and for City of Boston requirements. These are Boston firms with Boston expertise. Each is located in the City of Boston. Primary Group is minority-owned; Schoenfeld Associates in woman-owned. All four firms have also made a strong commitment to maximizing their in-house participation of women and minorities and residents of the City of Boston in key roles on the project.

Very truly yours,

FAY, SPOFFORD & THORNDIKE, INC.
By

Robert J. Caton, P.E.
Senior Vice President

RJC:srt
ZB-90 90052

RUGGLES CENTER PLAZA

PROPOSAL

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RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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RELEVANT PAST EXPERIENCE

Introduction to Fay, Spofford & Thorndike, Inc.

FAY, SPOFFORD & THORNDIKE, INC. (FST) is a Massachusetts-based consulting engineering and planning firm which was organized as a partnership in 1914 and incorporated in 1956. We maintain offices in Boston and Lexington, MA. For over 75 years, the company has provided the highest caliber of professional engineering services over a broad spectrum, including urban revitalization projects; transportation facility planning; highways and bridges; airport planning and design; storm drainage; water supply, distribution, and treatment facilities; environmental impact document and permit preparation; wastewater collection, treatment, and disposal systems; waterfront facilities; and other elements of public works and private industry projects. The company has completed more than 9,500 projects in various parts of the world, the majority in the New England area.

The professional staff of FST (more than 250 employees) consists of engineers and planners with expertise in planning, design, and construction management for a wide range of projects. FST's staff is multidisciplined and includes civil, transportation, structural, electrical, mechanical, geotechnical, and environmental engineers.

The broad skills of the FST staff and our experience with urban design, roadway reconstruction, waterworks and wastewater systems, utilities of all types, highway design and traffic engineering, waterfront construction, bridge design, etc. is critical to solving the types of problems that arise with the siting and design of facilities and their integration into the total infrastructure of the community and the environment. Our understanding of the environmental regulatory framework and the realities of environmental permit requirements assists in assuring that our planning and design efforts achieve projects which are also readily permitted.

FST is a full-service firm, well-versed in handling a project from the initial planning, site selection, and feasibility studies through preliminary and final design, environmental documentation and permits, and the provision of services during construction, as a client wishes.

We take particular pride in the long-standing relationships we have developed with agencies, municipalities, and various private sector

clients. Many of these relationships span several decades; the individual client returns to FST repeatedly for his engineering needs, attesting to his satisfaction with our previous work and the high professional standards of the services we have provided.

FST has been honored many times by local, regional, and national design awards as well as numerous military awards for our completed projects. These awards have been received from many types of organizations and agencies-- and, underscoring engineering excellence, from juries of our peers.

Relevant Past Projects

While it often seems that nearly every firm in New England takes credit for the Southwest Corridor Project and while it is true that many firms worked on this massive undertaking, FST served in Joint Venture as not only the section designers for the Section I – Back Bay portion, but also as the Coordinating Consultant and systems designers for the entire three design sections. The project has received many major design awards for both engineering excellence and urban design. Much more than a transit project, it is an outstanding example of the highly successful creation of public open space.

Among recent FST projects which exemplify the skills needed for the Ruggles Center Plaza Project are several assignments in Boston for various agencies. We are the responsible designers for the Streetscape Improvement Project for Boylston Street from the Fenway to the Public Garden. This project required considerable community liaison and public information as well as the typical and relevant elements of streetscape design, sidewalk improvements, lighting, benches, signage, utilities reconstruction, and the like. Also relevant, particularly because of the urban location, are issues such as safety of users and durability of selected materials.

In another current MBTA assignment, FST is serving as Coordinating Consultant for improvements to nine Blue Line stations located in Boston and Revere. The relevance of this project is our work with public art and handicapped accessibility. In addition, our selection to serve as Coordinating Consultant for this work clearly demonstrates the MBTA's satisfaction with our more than 10-year assignment at Orange Line Coordinating Consultant and our ability to manage complex projects.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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FST has completed numerous urban projects which integrate master planning, development, and improvement projects which involve both new construction and reconstruction of existing facilities in a manner responsive to both community and agency requirements. Many of the firm's clients are communities which repeatedly select FST to perform their feasibility studies, master planning, engineering design, community participation programs, environmental documentation and permitting, and services during the construction phase including resident engineering.

As evidence of this last category, FST provided resident inspection services for the BRA during the construction of Copley Square Park. FST has also been involved for the last few construction seasons providing resident engineering and inspection services to the City of Boston Public Works Department for a variety of roadway and sidewalk construction/reconstruction projects throughout the City. The work has included, in addition to the reconstructions, underground street lighting conduit installations, adjusting street castings to grade, pavement markings and signal installations, including coordination with neighborhoods and abutters.

Other examples of FST's work include our role in the Washington Park area in Roxbury. FST furnished engineering services to the BRA in connection with the Washington Park Urban Renewal Project for more than 20 years.

During this time, FST was responsible for design services, construction documents, and resident inspection services for over 15 miles of reconstructed and new streets, new or relined water mains, sewers, storm drains, and the like. For the new recreational facilities, FST was responsible for engineering services associated with playgrounds, athletic fields, tennis and basketball courts, irrigation systems, and retaining walls.

Also for the Boston Parks Department, FST served as engineering consultant for the Jamaica Pond Project, which involved design of a running track, drainage improvements, electrical design for lighting, and retaining walls. The BRA was again the client for the development of Shipyard Park in Charlestown. FST was responsible for complete engineering services including civil engineering design and the preparation of plans, specifications, and estimates.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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Other representative work in Boston includes environmental documentation for the Third Harbor Tunnel/Depressed Central Artery, reconstruction of a portion of Washington Street, Melnea Cass Boulevard, the current Fort Point Channel/South Boston roadway study, the previous Seaport Access Road study, Ground Access at Logan study for the Massachusetts Port Authority, Dorchester Avenue urban design guidelines, design of the Central Artery – North Area, Section I, and, as indicated previously, the Southwest Corridor Project.

Our work in the Southwest Corridor area has afforded us particular familiarity with the issues involved in this project as well as with the neighborhoods and interest groups who will have an interest in the decisionmaking process. It also provided extensive opportunity for coordination with the Public Improvement Commission (PIC) and for following PIC procedures.

In other urban areas, FST has also served as the engineer for a number of open space and plaza-type developments. In Cambridge, MA, for example, FST has long provided services in the Kendall Square Urban Renewal area. There is a pedestrian way which is essentially a linear plaza, between Broadway and Binney Street. FST was responsible for all engineering design elements. For Cambridge Center Plaza, a public plaza atop an underground garage which features elegant paving, lighting, street furniture, decorative flags, public art, etc., FST was the design engineer and provided resident engineering services during the construction.

Point Park in Kendall Square, presently nearing completion, consists of a fountain and public open space. The fountain features both a water display in programmable sequences and a steam display seasonally. Other interesting features in this park include both brick and granite paving; lighting in the fountain (electrical/mechanical systems to run the fountain are located in underground equipment space) and uplighting of the trees; and irrigation system for the landscaping. Barrier-free access was an important consideration, to make accessible to the handicapped the seating around the fountain. FST was the design engineer and is providing resident engineering and inspection services during construction.

Nearby, FST has played a key role in the private sector development, University Park at MIT. FST's design efforts involved both roadway and utility construction (drainage, sewer, water, electrical) and civil sitework engineering.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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Construction phase services have also been provided. The development includes a variety of R&D uses, office, light industrial, and retail facilities on a multi-block site. Also included are public parks, plazas, housing units, a new hotel/conference center, parking facilities, and landscaped areas. Again for the City of Cambridge, FST was the design engineer for the award-winning Waterfront Park at Lechmere Canal.

In Malden, FST has served as engineers for numerous urban revitalization projects including the Government Center Plaza project. Also the Pleasant Street project involved streetscape amenities, new brick sidewalks, benches, trash receptacles, new lighting, landscaping and planters, and the like.

A continuing role in Worcester has spanned 23 years and included a number of park and plaza assignments. For example, in Lincoln Square, FST was responsible for engineering for roadway improvements, traffic signalization, drainage, utilities (both new and relocated), relocation of the War Memorial (the original was granite with slate pavers; we relocated all the granite and brick pavers were used to match adjacent structures) landscape architecture, etc. In front of Notre Dame church, we completed a small park involving paving, lighting, utilities, and drainage.

Our project team offers a thorough understanding of the issues involved in this type of project, through extensive similar work, as noted above, in similar locations. In addition, our team members have the demonstrated ability to meet the client's schedule and cost requirements.

Our team includes the distinguished landscape architecture and urban planning firm of MORIECE & GARY, INC. (M&G) of Boston, MA; the minority-owned firm of PRIMARY GROUP, INC. (PG), also of Boston, MA who will provide liaison services for this project; and SCHOENFELD ASSOCIATES, INC. (SAI) of Boston, MA who will assist with civil engineering support and provide resident inspection services. FST has worked with each of these firms on numerous previous projects.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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The Subconsultants

Introduction to Moriece & Gary, Inc.

MORIECE & GARY, INC. (M&G) is a professional consulting firm providing landscape architectural and land planning services to a broad clientele. The list of clients includes Federal, State, and local agencies, commercial and institutional groups, and architecture and engineering firms. The firm has completed nearly 2,000 project since its inception in 1948. These include developments in recreation and open space, housing, schools, commerce and industry, transportation and civic and health care facilities. Although M&G has provided design services for urban centers all along the East Coast of the U.S. and abroad, the majority of the firm's work is centered in the New England area. M&G has the experience and skilled staff to perform such specialized services as:

Comprehensive land planning
Environmental resources inventory
Site analysis & selection
Site planning & design
Historical restoration research
Contract document preparation
Construction cost estimating
Construction inspection
Site maintenance specifications
Post-construction evaluations

M&G stresses innovative design (the success of which is illustrated by their numerous prestigious design awards), cost effectiveness, and the development of close personal working relationships with their clients. Their work with FST has spanned many years, but perhaps grew the closest during the Southwest Corridor Project.

M&G provided landscape architectural services for Section I (the most urban of the sections) of the linear park. The unique technical challenge of this assignment involved developing parklands, including walkways, terraces, gardens, and play areas, atop the deck enclosing the rail lines.

M&G has also designed such Boston projects as the Copley Plaza Development, for which park design was interwoven with solutions to the special needs of the surrounding urban community, and the new community consisting of retail, housing, and commercial development. Clarendon Avenue park was developed for the City of Boston and contained play areas, sculpture, and a sitting area.

Other Boston work includes Belle Isle Marsh Reservation, landscape improvements at Franklin Park Zoo, the Museum of Fine Arts Court, the Washington Street Mall, and the Doherty Park and Downer Avenue Playground. Recent streetscape projects include Dorchester Avenue and Tremont Street as well as upper and lower Harcourt Street adjacent to the Copley Place development.

Similarly, in other urban areas, to mention only a few of M&G's other relevant credentials, the Everett Square Public Safety Improvements was designed in a plaza-like atmosphere with public and pedestrian amenities. Riverside Press Park, in Cambridge, is located in a densely populated urban neighborhood. The park was designed to serve not only neighborhood recreational needs but as a gateway focus for the City of Cambridge. Elsewhere, such assignments as the Streets for People project in the District of Columbia provided new malls paved with brick and granite. Fountains, pools, cascades, and brook-like canals add interest and a sense of coolness, welcome in the often steamy climate. Transplanted mature trees and shrubs transform the former streets into pedestrian oases which offer an information center, benches, vendors, and special lighting, as well.

Introduction to Primary Group, Inc.

PRIMARY GROUP, INC. (PG) is a Boston-based MBE planning and architecture firm. Over 60 percent of their current projects are located in the Roxbury community of Boston. The organization has a long history of successful community participation throughout all of Boston's neighborhoods, with a special focus on the Roxbury, Dorchester, Mattapan, and Jamaica Plain communities.

Their success in coordinating and leading community participation efforts results from a strong commitment to Boston's neighborhoods both professionally and personally. Kirk Sykes, AIA, President of PGI, is a Roxbury resident and President of the Fort Hill Civic Association. He is a member of the Roxbury Heritage State Park Advisory Board.

He interacts on a regular basis with local community leaders and residents alike. Over the last 10 years, Mr. Sykes has participated in discussions with the Roxbury Neighborhood Council, Eggleston Square Neighborhood Association, The J.P. Jackson Square Station Area Task Force, and The Franklin Field South Neighborhood Association, to name just a few. All of these groups are in the Roxbury and Jamaica Plain communities.

PG is currently serving as subconsultant to FST for a design assignment at Malden Center Station for the Massachusetts Bay Transportation Authority.

PG Community Coordination Relevant Project Experience

PG completed the ROXBURY VISION STUDY, 1989, which was prepared for the Boston Redevelopment Authority and the Roxbury SPZACs. This study incorporated a series of community meetings with elected representatives from 11 sub-neighborhood groups leading to a graphic synopsis of issues affecting the new zoning controls for Roxbury. During the study, community residents responded to planning analysis prepared by PG. PG then clarified and summarized subsequent comments for presentation to the community and the BRA. The Washington Street and Eggleston Square areas of Jamaica Plain and Roxbury were part of the study areas.

Primary Group is the community liaison and co-designer for the U.S. Postal Service's new facility in the Dudley Station area of Roxbury near Washington Street. As part of the construction of this $6 million facility, several community reviews and presentations have been held and community sentiment has been summarized for the Federal officials. PG has acted as spokesperson for design-related issues on this project as well as coordinated community efforts with the Boston Redevelopment Authority.

Under contract to the Boston Public Facilities Department through the Multi-Vendor Urban Design Program from 1987 to the present, Primary Group has worked with businesses along the Washington Street corridor of Jamaica Plain and Roxbury to implement facade renovations and enhance commercial activity in the area. As part of this program, we have met with local businesses, such as Jackson Glass in Jackson Square, and spoken with owners to assist them in assessing what physical improvements could enhance their businesses. This program has led to a strong understanding of the area and the residents, as well.

Introduction to Schoenfeld Associates, Inc.

SCHOENFELD ASSOCIATES, INC. (SAI) is a WBE civil engineering firm located in Boston, Since 1960, SAI has been involved in

broad-based, multidisciplinary design and construction inspection services for a variety of projects.

They have extensive experience with new utility design and the rehabilitation and improvement of existing utilities. For example, for the Boston Redevelopment Authority, SAI has designed a variety of sewer projects over the years.

Typically, they provide resident inspection services as well and have an experienced staff of inspectors available to support FST's highly experienced in-house inspection staff. Similarly, SAI has completed utility projects for numerous other agencies and municipalities in the Commonwealth. They are currently providing services to FST on the design of the New Neponset Valley Relief Sewer for the Massachusetts Water Resources Authority.

Other relevant sitework experience has included assignments such as a subdivision in Lynn where SAI was responsible for obtaining existing plans for streets and utilities, designing roadways, water mains, storm drains, sanitary sewers and retention basins, mitigating wetland areas, and drafting all necessary plans for filing with appropriate agencies. In Mattapan, for the City of Boston Real Property Department, SAI was retained to design the River Street parking lot, which, in addition to design engineering for the facility, also involves handicapped accessibility, a wheelchair path to store entrances, landscaping, pavement markings, signage, and drainage.

In Dedham, SAI completed construction documents for site improvements at Dedham Plaza, a 9-acre site. Key issues addressed by SAI included use of the parking lot by Route 1 vehicular traffic as a "by-pass" at a traffic signal, and deterioration of the pavement. The design included placement of traffic islands at crucial locations to inhibit traffic from using the parking lot as an access roadway, while maintaining a configuration which would readily allow snowplowing operations to take place as needed.

More detailed information concerning relevant projects is presented in the following pages on Project Information Sheets for both FST and M&G.

AMERICAN SOCIETY OF CIVIL ENGINEERS

OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT AWARD-1988

The Southwest Corridor Project

Temporary Bracing—Slurry Wall

Slurry Wall Under Construction

Heath Building Underpinning

Section One Parkland

Yarmouth St. Ventilation Shaft

Back Bay Station

Fay, Spofford & Thorndike, Inc.

CELEBRATING 75 YEARS OF ENGINEERING EXCELLENCE

FAY, SPOFFORD & THORNDIKE, INC.

SOUTHWEST CORRIDOR PROJECT WINS OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT AWARD

The American Society of Civil Engineers has announced its OUTSTANDING CIVIL ENGINEERING ACHIEVEMENT AWARD for 1988. In national competition, the Southwest Corridor Project in Boston was selected. It took a cast of thousands to design and build the $744 million project for the Massachusetts Bay Transportation Authority (MBTA). The credit list runs to more than 35 design firms acting as consultants or designers and informally, the number could be several times that many, considering the involvement of community members in the nine neighborhoods involved.

Heading the design cast is FAY, SPOFFORD & THORNDIKE, INC. (FST), in Joint Venture with KAISER ENGINEERS, INC., who served together as Coordinating Consultant for the entire 4.7-mile relocation of rapid transit, commuter rail, and Amtrak lines from downtown Boston to Forest Hills; as Designers of Section One, one of three design sections; and as Designers for corridor-wide Systems elements.

FAY, SPOFFORD & THORNDIKE, INC. (FST), with offices in both Lexington and Boston, begins its 75th anniversary year with this award. Founded in 1914, FST provides the highest caliber of multidisciplinary engineering and planning services to both public and private sector clients and offers a staff of more than 250 skilled individuals to meet engineering challenges and needs.

The visionary project is a public policy success story. Back in the late 1960s, the Southwest Corridor Project was to be the last link in the interstate highway system. Neighborhood protest stopped the road and a far-seeing planning effort transferred the emphasis and ultimately, funds, to mass transit and rail to answer inner city and regional transportation needs.

An antiquated elevated segment of the MBTA's Orange Line was relocated to an open-cut right-of-way, below ground level, and a cut-and-cover tunnel section. A 52-acre linear park was designed atop the depressed trackway, creating a virtual roof garden in an area once blighted by demolition. Nine new transit stations answer passenger needs in style and comfort.

Completed below budget, construction combined state-of-the-art and traditional engineering techniques. Structures over tidal mud flats required complex foundation designs. Slurry wall methodology provided excavation support, maintained groundwater levels, and protected adjacent historic buildings, some only a few feet away. Systemwide trackwork and ventilation systems were designed to isolate and mitigate noise, pollution, and vibration impacts.

Community involvement never stopped. Citizens continued to participate through the whole program, with more than 1,000 meetings, neighborhood committees, Task Forces, and a bilingual newspaper. An educational training program for local area residents was developed by FST, to bring high school students to intern in the project's offices, learn the fundamentals of engineering and architecture, and expand their career horizons.

Fay, Spofford & Thorndike, Inc.

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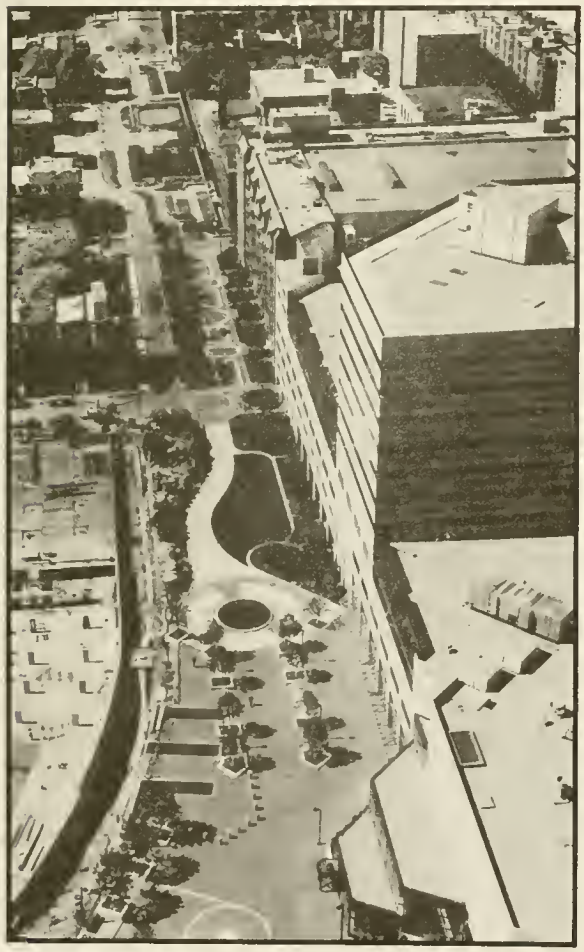
SECTION ONE/SOUTHWEST CORRIDOR PROJECT

Massachusetts Bay Transportation Authority
Boston, MA

The Massachusetts Bay Transportation Authority's (MBTA) Southwest Corridor Project combines major rapid transit and railroad facilities with urban revitalization. The $744 million relocation of the MBTA Orange Line and Commuter Rail and Amtrak's Shore Line in a depressed trackway structure extends from downtown Boston to Forest Hills, 5 miles to the southwest.

In joint venture, FAY, SPOFFORD & THORNDIKE, INC. (FST) was responsible for design of Section One, located in an extremely congested commercial and residential area of Boston's Back Bay. The 1.1-mile, $150 million segment consists of concrete invert and retaining walls for the depressed trackway as well as two stations, six highway bridges, trackway ventilation, stormwater pumping facilities, and utility modifications.



Section One View

Cut-and-cover Tunnel Construction

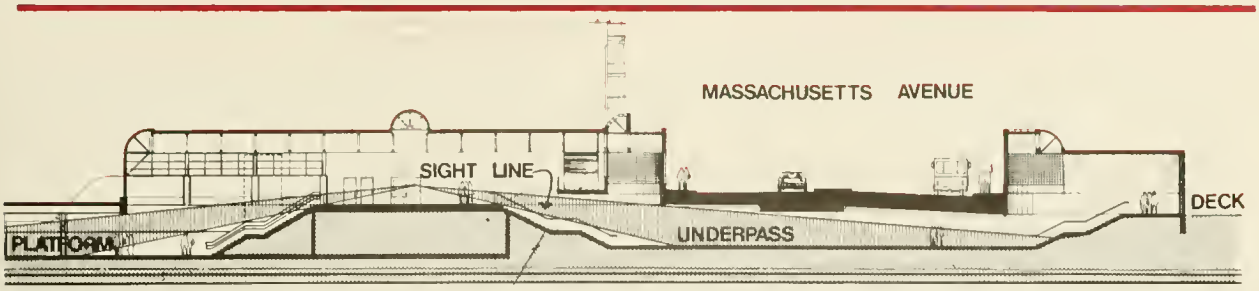
For approximately half the section's length, the new tracks are carried in a concrete box structure, the top of which is level with street grades. Crowded site conditions and high groundwater dictated use of slurry wall construction techniques to protect adjacent buildings, some only a few feet away. Slurry walls provided support of excavation during construction and are an integral part of the permanent structure.

The decked structure supports cross streets and parklands and reduces noise and vibration from train traffic as well as uniting the communities on either side of the right-of-way.

Community liaison was particularly important on this project, including active citizen participation during both design and construction.

MASSACHUSETTS AVENUE RAPID TRANSIT STATION

Massachusetts Bay Transportation Authority
Boston, MA



Section

FAY, SPOFFORD & THORNDIKE, INC. (FST) in a joint venture provided engineering services for design of the Massachusetts Avenue Station, one of eight new stations on the Massachusetts Bay Transportation Authority's (MBTA) $792 million Southwest Corridor Project.

The main floor area of 27,000 square feet was designed for transit-related facilities and commercial space with an adjoining 4,500 square foot plaza. An endloaded island platform has a canopy to protect passengers from the weather. A pedestrian tunnel under Massachusetts Avenue provides safe access from the station to a bus shelter on the opposite side of the street. The tunnel was designed to be visible to the fare collector for its full length for patron security. This $4 million structure is to serve approximately 4,000 rapid transit and bus travelers daily.

FST's services included all civil and structural design; complete electrical design for lighting, communications, security systems, and substation; mechanical design for plumbing, heating, ventilation, and air conditioning; and utility connections for water, electric, telephone, and sewer services.

The station building and plaza is supported by walls of a depressed cut-and-cover section, which carries not only the two rapid transit line tracks, but three additional tracks for MBTA Commuter Rail and Amtrak, as well. FST was responsible also for design of the depressed trackway structure.

Station Model

LECHMERE CANAL & TRIANGLE AREA DEVELOPMENT

Cambridge Community Development Department
Cambridge, MA

One of the most ambitious projects ever proposed to the U.S. Department of Housing & Urban Development yielded $6.8 million in grant money for the City of Cambridge. Incorporating both public and private improvements, the goal was to establish the area as a major residential, retail, and office center.

Public development centered on open space with a water orientation. Restoration of Lechmere Canal was the focus for a bordering park along the Charles River. Pedestrian walkways joined the new facilities and neighborhoods with the park. The park itself served as the central organizing element for East Cambridge's revitalization.

Transportation improvements, a major area of responsibility for FAY, SPOFFORD & THORNDIKE, INC. (FST), included a comprehensive traffic study; and conceptual engineering of roadway improvements, relocation of Lechmere Square transit station, a new bridge over the Canal, and development of public parking garages.

During the course of the project, FST prepared an EIS/EIR in compliance with both Federal and State requirements and environmental permit applications. FST also completed design of public improvements at Lechmere Canal Park, such as water, storm drainage, electrical and structural elements, and park amenities. During construction, FST reviewed shop drawings and conducted periodic inspections of the work.

The project's success was underscored by its selection for a number of design awards including, among others, an Award for Excellence to the City of Cambridge from the Land and Water Conservation Fund of the National Park Service.

Revitalized Waterfront Enhances Development

Lunchtime Crowds Enjoy Waterfront Park

TRAFFIC PROBLEM-SOLVING SERVICES

Metropolitan District Commission
Greater Boston Area

The development of workable solutions to the problems of crowded urban roadways is a continuing challenge for FAY, SPOFFORD & THORNDIKE, INC. (FST) transportation planners. Under contract to the Metropolitan District Commission (MDC), FST planners addressed traffic problems on MDC roadways throughout the Greater Boston area, much like a Ten Most-Wanted List of traffic trouble spots, including such locations as Wellington Circle, Gallivan Boulevard, Watertown Square, Charles Circle, and Lynn Fells Parkway, among others.

At Franklin Park Zoo, FST introduced trailblazing signage to assist visitors in finding the zoo and conducted sampling of zoo patrons to ascertain access patterns to the facility. Tasks involved examination of remote parking lots and shuttle service and access from the nearby MBTA station. FST also provided the MDC with recommendations for local street improvements to support the increase in visitors to the expanded facility.

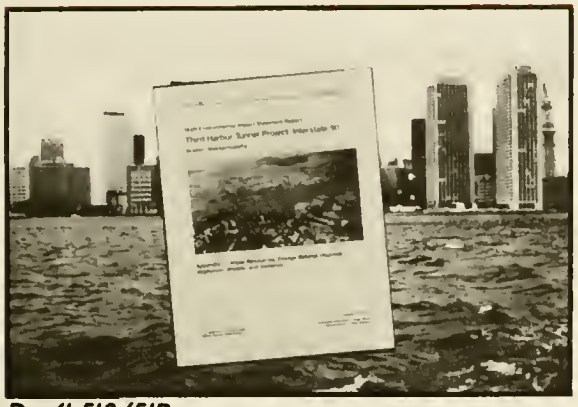
In the busy Fresh Pond corridor in Cambridge, traffic operations were examined at five signalized locations. Timing and equipment modifications were recommended to accommodate existing traffic flows. Signage and pavemark marking improvements were also implemented promptly. Follow-up traffic counts and travel time runs assessed the effectiveness of the improvements in this heavily-congested corridor.

Franklin Park Zoo Visitor, Jamaica Plain, MA

Fresh Pond Corridor, Cambridge, MA

DEPRESSED CENTRAL ARTERY/THIRD HARBOR TUNNEL

Massachusetts Department of Public Works
Boston, MA



Draft EIS/EIR

FAY, SPOFFORD & THORNDIKE, INC. (FST), in Joint Venture, prepared Draft, Supplemental Draft, and Final Environmental Impact Statements/Reports (EIS/EIR) for this landmark project, the most complex transportation improvement program ever proposed in Massachusetts. The time schedule was intensive: a 20-month period was allocated for completion of both Draft and Final EIS to meet funding eligibility deadlines. When, after publication of the Draft, the project scope was expanded to incorporate depression of the Central Artery as well as the proposed third tunnel crossing of Boston Harbor, a Supplement was completed in a three month period. The EIS and supporting reports and appendices, a total of 30 volumes and more than 5,000 pages, met all designated deadlines.

Although the estimated $2.6 billion project constitutes only several miles of connecting roadway, the complexities were enormous. Traffic on the existing 6-lane elevated Artery structure, which bisects downtown Boston and carries more traffic per lane than any other highway facility in the country, had to be maintained during construction. Extensive analyses of a traffic network of more than 11,000 links and nodes were completed for both existing and two future traffic periods, besides the construction period. All transportation studies were prepared under the direction of FST.

The other major FST responsibility was overall coordination of the EIS/EIR documents including environmental factors such as archaeology, air quality, noise and vibration, water quality, dredging and disposal, and ecology. FST established report format and guidelines, evaluated and reviewed each section, ensured report consistency, and coordinated review and report production.

Typical Traffic Conditions

The Final Certificate on the document issued by the Massachusetts Executive Office of Environmental Affairs stated:
The Final EIR is an outstanding presentation of basic data, impact analyses, and mitigation measures on a complex transportation system proposal. It is clear, honest and thoughtful, reflecting great credit on the proponent and consultant team.

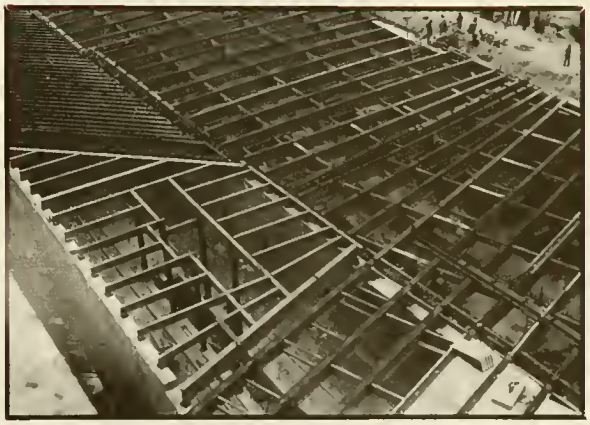
Existing Network

COLUMBUS AVENUE/CLARENDON STREET BRIDGE

Massachusetts Bay Transportation Authority
Boston, MA

FAY, SPOFFORD & THORNDIKE, INC. in a joint venture, provided overall design coordination and transit system design for the Massachusetts Bay Transportation Authority's (MBTA) Southwest Corridor Project, a 4.7 mile multimodal transportation project in Boston, which includes relocation of a segment of the MBTA's Orange Line and Commuter Rail and Amtrak's Shore Line running from downtown Boston southwest to Jamaica Plain. Serving as coordinating consultants for the entire project, the team also had direct responsibility for one of the three design sections, including design of rapid transit and railroad facilities, urban public works, and six bridges.

The new Columbus Avenue/Clarendon Street Bridge is located where the two streets merge over the depressed trackway structure. Because of the stringent street profile and vertical track clearance constraints, the framing of the first two spans of Columbus Avenue consists of shallow, wideflange beams spaced only 2 feet apart, to allow a minimum depth superstructure. The trapezoidal area between Columbus Avenue and Clarendon Street, separated from the bridge proper by expansion joints, is decked to provide support for stairways leading from the railway platforms beneath the bridge. Many of the wide-flange beams are reversed cambered to accommodate the street profiles and changing cross slopes. Geometry and design were further complicated by the requirement to carry utilities across the depressed trackway.



Structural Steel Framing

URBAN CITYSCAPE IMPROVEMENTS

Malden Redevelopment Authority
Malden, MA

For more than 20 years, the changing face of Malden evolved through the engineering design of FAY, SPOFFORD & THORNDIKE, INC. (FST). FST has completed improvements to many miles of streets, new utilities, bridges, buildings, and pedestrian environments.

Downtown, FST was involved in property acquisition and disposition; planning, design, and construction phase services for many site preparation contracts; design of new buildings including a 7-story parking garage; a bridge structure with retaining walls to provide vertical support for a future building complex; municipal utilities; and other public services. The City's major retail area was reconstructed to provide pedestrian areas with benches, shelters, plazas, and extensive landscaping. Pedestrian connections included a covered bridge and walkway.

Roadways were straightened, widened, or relocated. Downtown traffic circulation was completely upgraded with installation of a state-of-the-art traffic-responsive signal system. Safety improvements included channelization islands and medians, pavement markings, new signage, fire/police signal systems, and improved street lighting. FST also provided utility and roadway evaluations, traffic engineering studies, environmental impact assessments, and permit services. More than 40 separate highway, roadway, building, and utility contracts were completed. Construction services, including full-time resident inspection, were provided on many of the assignments.

Government Center Plaza

Medford Street Bridge

Forest Street Roadway Improvements

Jackson Street Parking Garage

SHIPYARD PARK

Boston Redevelopment Authority
Charlestown, MA

FAY, SPOFFORD & THORNDIKE, INC. (FST) provided multidisciplinary engineering services for Phase I of the redevelopment of a portion of the Charlestown Navy Yard by the Boston Redevelopment Authority. Major structures in this urban park include a rehabilitated Pavilion Building and an amphitheater. In addition, there are such other amenities as a multi-level fountain, an overlook which affords views of Boston Harbor, a play area, and landscaped areas.

FST was responsible for the soils engineering and structural engineering services for reinforced concrete walls, building rehabilitation, and pavement basement slabs. In addition, FST provided engineering services associated with water supply, lighting, drainage, and site grading.

Fountain

Park View

Southwest Corridor Park

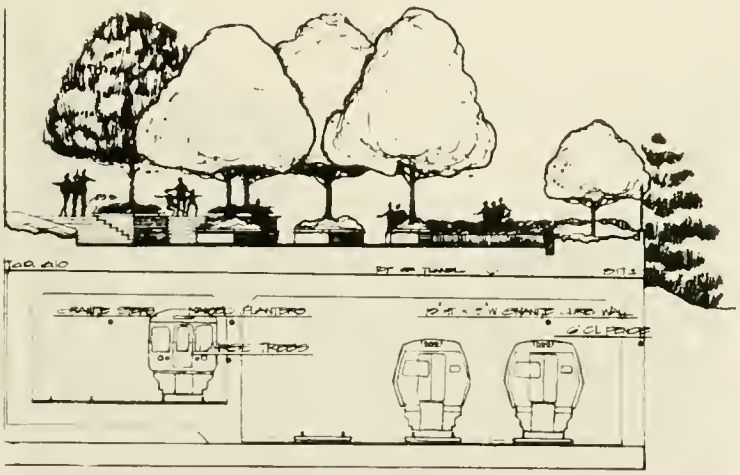
Boston, Massachusetts

New Linear Park

After seventeen years in planning and construction, the relocated Orange Line and Southwest Corridor Park opened in 1989. This unique project, sponsored by the Massachusetts Bay Transit Authority (M.B.T.A.), develops a five-mile linear park atop newly constructed high speed and mass- transit rail lines. The completed project satisfies regional and local transportation needs as well creating an open space corridor, much needed within the dense urban fabric. The commitment to this formerly derelict tract has provided the initiative for further development of the historically disparate neighborhoods on either side of the, now buried, tracks.

Re-linking neighborhoods

Moriece & Gary were landscape architectural consultants to Kaiser Engineers, Inc./Fay, Spofford & Thorndike, Inc. in developing Section One of the three section South West Corridor. Lying between the new Back Bay and Massachusetts Avenue stations, this is the most urban section of the Project. Completion of the park also re-establishes the link between the Back Bay/St. Botolph Street neighborhood and the South End as well as the new, mixed use Copley Place development. The new Southwest Corridor Park is the result of over one hundred community meetings.



Due to the narrow width of the right of way in this section, an added challenge was presented by having to develop the entire park on the concrete deck covering the underground rail tracks. Working closely with the consulting engineers, consideration was given to the loading restrictions of the roof, deck drainage and subway venting.

MORIECE & GARY, INC.
Landscape Architects

Southwest Corridor Park

Boston, Massachusetts

Reflecting the transit systems below, the park links the stations at either end of the section with a wide pedestrian-bicycle path.

Much of the granite which dominates the site vocabulary was reused. In the past, it retained the walls of the old railroad cutting.

The park provides for active recreation with basketball, tennis and childrens play areas.

Throughout the Southwest Corridor Park, the planting is designed to have year round and seasonal interest. A predominantly evergreen framework of planting forms a backdrop to the more gardenesque plantings. Lawns are important to the park like quality of the space. All planting areas are irrigated.

Sitting areas and community gardens are provided.

MORIECE & GARY, INC.
Landscape Architects

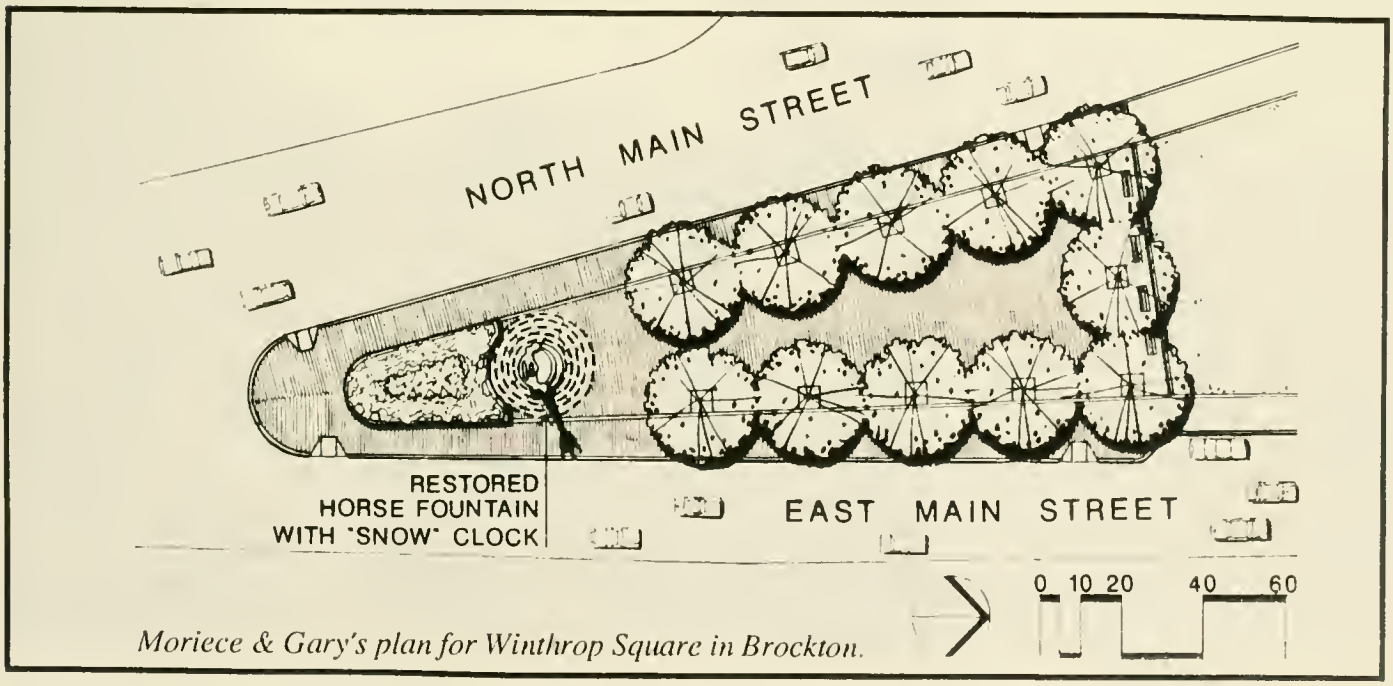
Site improvements at Winthrop Square in Brockton were completed in 1987.

Park to reduce vehicular conflict

Winthrop Square Park was constructed at the intersection of North and East Main Street following plans developed by Moriece & Gary. The park was created from the excessive area of pavement at this dangerous intersection. The project was therefore intended to slow traffic for safety as well as to create an attractive pedestrian space at the entrance into one of the City's residential neighborhoods.

Victorian influence

The Park's focus is the historic Snow Clock Fountain which was restored as part of this project. Linden trees define and buffer the interior seating areas which are located with a southern, but shaded, exposure. Victorian-style benches and light fixtures are located within red brick paving and granite edging reflecting the Victorian character of the surrounding architecture.

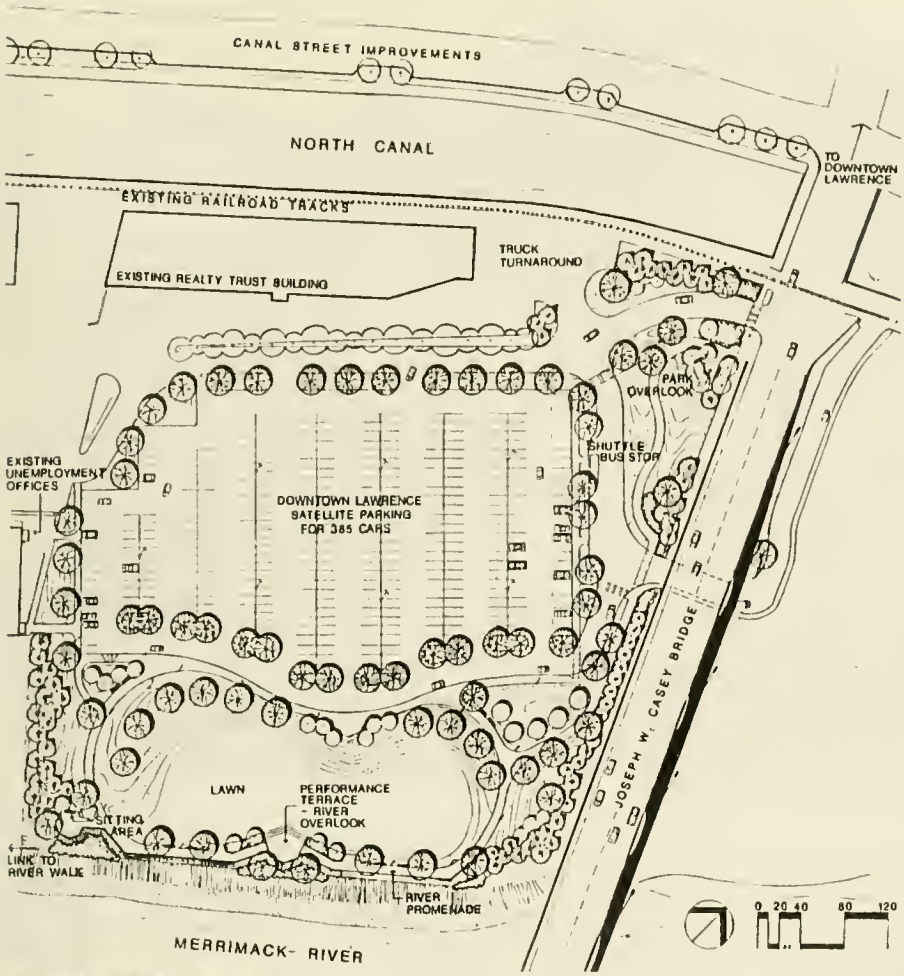


Moriece & Gary's plan for Winthrop Square in Brockton.

MORIECE & GARY, INC.
Landscape Architects

Island Site, Lawrence Heritage State Park

Lawrence, Massachusetts



Parking for Downtown

The "Island Site", located between the North Canal and Merrimack River, was developed by Moriece & Gary as part of the Department of Environmental Management's Urban Heritage State Park Program. A large satellite parking lot was created, served by a comprehensive shuttle bus system to serve the needs of the Heritage State Park and to encourage use of the newly revitalized downtown commercial area. Pedestrian walks are organized to minimize pedestrian-vehicle conflict. The parking lot, while functional and convenient, has a heavily landscaped perimeter.

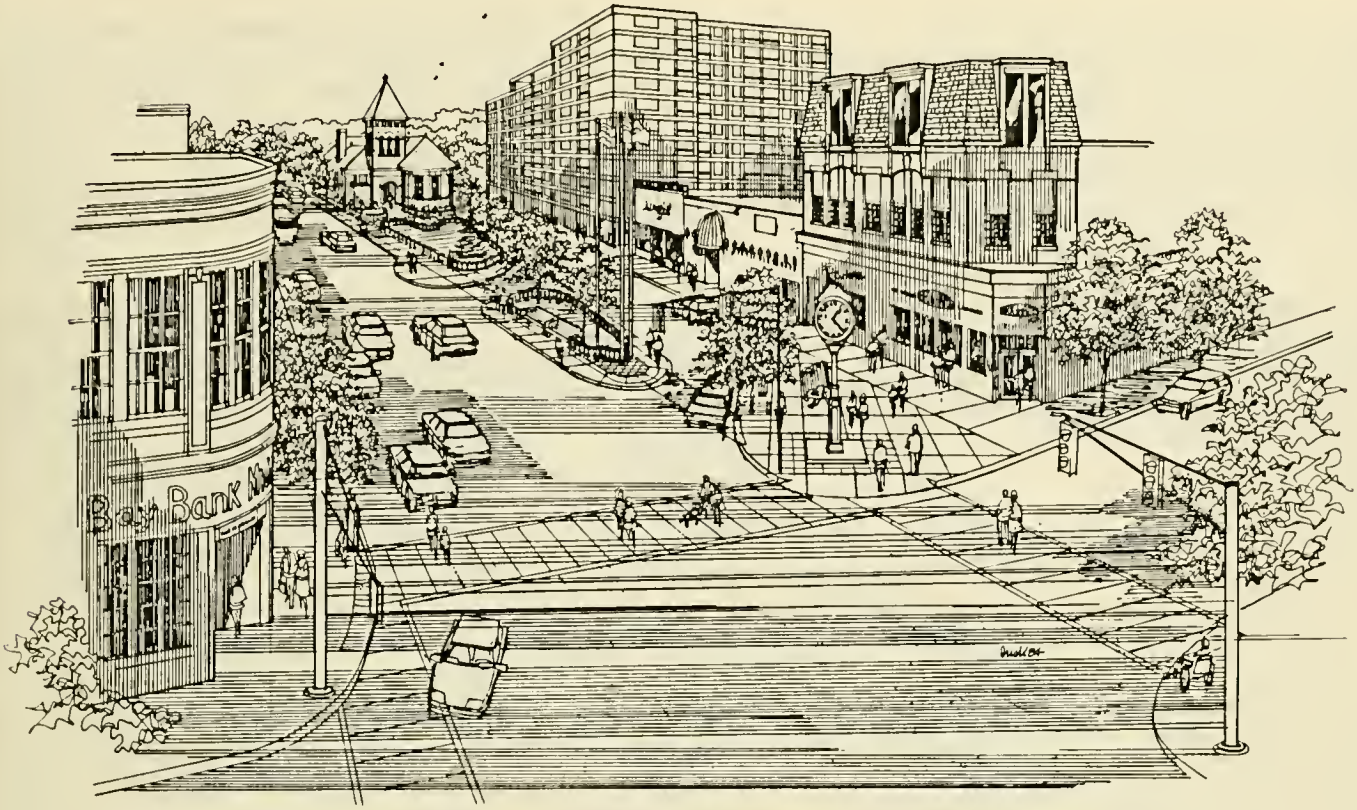
River side park

To create a green rivers edge with public access, a promenade was created, punctuated by view points and sitting areas. This forms the first phase of an ambitious pedestrian system along the Merrimack River. The park section of the site is screened from the parking area with grassy berms and tree planting. The lawn is contoured to allow viewing of performances on the new terrace.

MORIECE & GARY, INC.
Landscape Architects

Everett Square Public Safety Improvements

Everett, Massachusetts



Downtown revitalization

Improvements to Everett Square were undertaken as part of a downtown revitalization project to encourage private investment. Moriece & Gary and their traffic consultants worked closely with City officials and Citizens Planning Group to create a plan responsive to community concerns.

Streetscape upgrade

Traffic patterns were examined in order to improve the flow and safety of vehicular and pedestrian movement. This resulted in a new bus pattern, street realignments and state-of-the-art traffic control systems. Off-street parking areas were created. Accessibility, for both handicapped and elderly, was important in both detailed design and material selection. Together with street and sidewalk reconstruction, a new lighting system was installed, many street trees planted and benches located to make the Square more user friendly. Also included in the project was the exterior restoration of the Public Library and the creation of a new mini-common, contributing to the upgraded image of the downtown. A governing factor in design was ease of maintenance and convenient access to underground utilities. Standard paving materials and street furniture were used throughout.

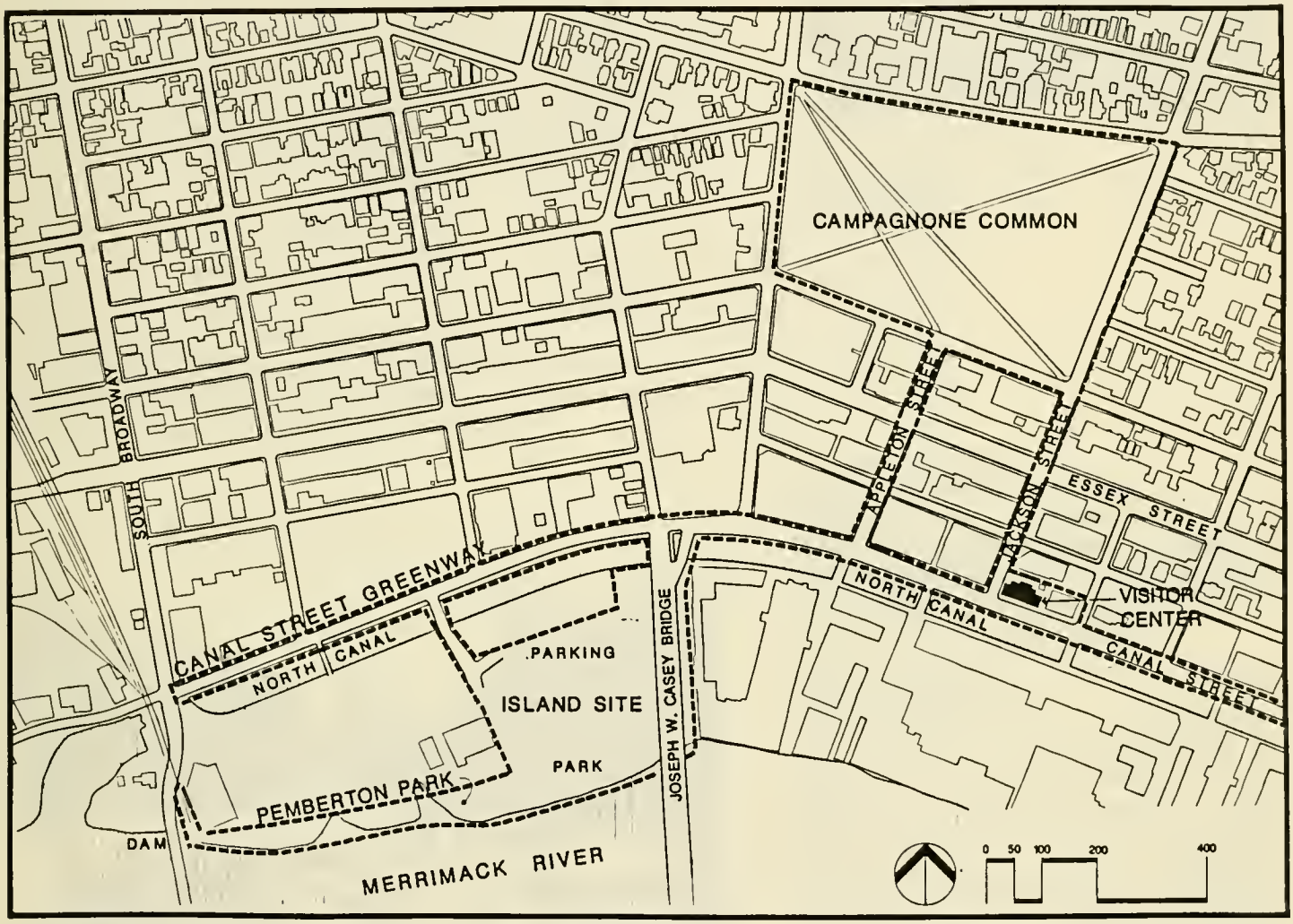
MORIECE & GARY, INC.
Landscape Architects

Lawrence Heritage State Park • Master Plan

Lawrence, Massachusetts

Park System to celebrate Industrial Heritage

Moriece & Gary was contracted by the Commonwealth Department of Environmental Management to prepare a Master Plan for an Urban Heritage State Park in Lawrence. The physical location of Lawrence on the Merrimack River was an important driving force in its development during the American Industrial Revolution. The river was dammed and a series of canals were built which fuelled the textile mills run by immigrant workers whose actions during the Bread & Roses strike of 1912 sparked the American Labor Movement. This industrial tradition and the people who worked to make it happen are represented in this park system.



Historical sites linked & landscaped

Significant sites in the cities history were identified and landscaped pedestrian links between them proposed. Parking lots were to be strategically located to serve the facilities. A Heritage State Park Visitor Center, was to be centrally located as the interpretive hub of the park. The Canal Street Greenway was proposed along the North Canal, creating a tree lined walk between the Visitor Center and the new Pemberton Park. This park was located on the island between North Canal and the Visitor Center, to create a green, public edge to the River with a large parking lot in its "interior" to serve the park with a shuttle bus connecting to downtown.

To the north, a pedestrian walk system leads from the Visitor Center, past renovated Victorian buildings in the downtown, to the historic Campagnone Common. Lawrence native, poet Robert Frost is commemorated in the refurbished Common. Moriece & Gary have worked on the construction of all aspects of the implementation of their master plan.

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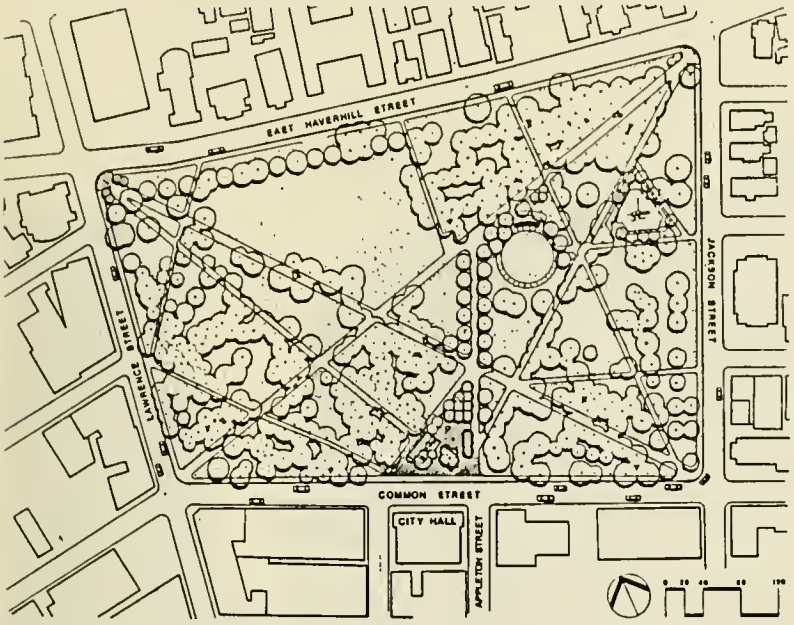
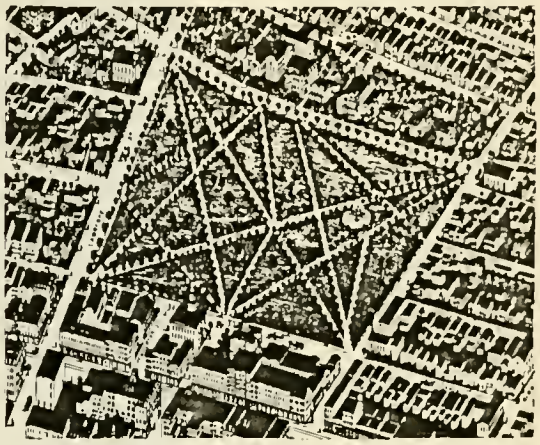
Landscape Architects

Campagnone Common

Lawrence, Massachusetts



Moriece & Gary's 1983 plan for the restoration of Campagnone Common in Lawrence.
A new sitting plaza is located opposite City Hall's new pedestrianized plaza to continue the link with downtown Lawrence's restored main street .



Plan of the Lawrence Common, 1876 from a reproduction of a lithograph published by Historic Urban Plans, Ithaca, NY.

Granite fountain and waterfall, designed by Moriece & Gary, symbolizes the City of Lawrence's textile heritage and its intimate relationship with the Merrimack River. The piece is dedicated to the poet Robert Frost who was born and raised in Lawrence.

Restoration of City Common

A million dollar restoration of this 18 acre Common was completed in 1983 by Moriece & Gary under the Department of Environmental Management's Urban Heritage State Park Program.

Historical references

The Common's web-like path system was simplified and rationalized in response to "desire lines" also creating a link between existing monuments. New tree plantings reinforced the weaker edges of the already wooded Common. Victorian style lights and benches were located along the walks. Graphic markers, located throughout the Common, illustrate its history.

Adaptations for today

Acknowledging the changing uses of open space in the twentieth century, an outdoor theater, tot lot and informal lawn play area were located along the walks. A sitting plaza was located opposite the City Hall with a granite water feature as its focus.

MORIECE & GARY. INC.
Landscape Architects

Streets for People

Washington, D.C.

Prominent location

"Streets for People" was completed in the late 1970's by Moriece & Gary with architects Arrowstreet. The project was part of an urban revitalization program by the District of Columbia's Redevelopment Land Agency for the pedestrianization of four blocks, on F Street between 9th, 7th and G Street. This prominent location is adjoined by the Martin Luther King Library and the National Portrait Gallery.

Pedestrian oasis

The design was devised in collaboration with a group of community residents and users who were employed as consultants. This unique process resulted in the creation of a much needed, shady oasis in the midst of the urban fabric. Fountains, pools, cascades and brook-like canals create movement, sound and interest having cooling effect on the users. Transplanted mature trees and masses of shrubs create a shady, green environment. The paving is durable brick and granite. An information center, benches, vendors and special lighting combine to create a vital and practical pedestrian space.

Dorchester Avenue: Tree Planting

Boston, Massachusetts

Streetscape improvements
Moriece & Gary have consulted to the City of Boston on several sreetscape improvement projects. Valuable experience has been gained on design and construction techniques crucial to the success of projects in hospitable urban environments.

Lighting, access & trees
On Tremont Street in Mission Hill, Moriece & Gary worked with electrical engineers and replaced light fixtures along this busy traffic corridor. Handicapped access was improved by resetting curb and sidewalk to create accessible ramps at street intersections and other strategic locations. More than 70 trees now line the streets. These were planted with sensitivity to the interests of the public and adjacent commercial properties. Special consideration was given to trees planted in front of public buildings and churches.

Greening of Boston
On the major Dorchester Avenue Corridor, in between utility lines and curb cuts, Moriece & Gary oversaw the planting of nearly 300 new trees.

From experience ....
Survival of trees in heavily used urban situations is often marginal. Newly planted trees are susceptible to attack by vandals and are under severe physiological stress from poor soil conditions, lack of moisture and increased air temperatures due to reflection from the surfaces. From research and experience Moriece & Gary have found that to increase the chances of survival: trees need to be carefully sited, species most tolerant of conditions are selected, large, pruned specimens are specified and planting scheduled during the optimal season. Trees are planted in a pit as large as practical into a carefully balanced planting mix and covered in a moisture conserving mulch. In most cases, trees are protected by a grate and guard.

Adopt-a-tree
Maintenance is important but often uncontrollable. For both the Tremont Street and Dorchester Avenue projects, the community received information through the door about their new trees and how they may care for them.

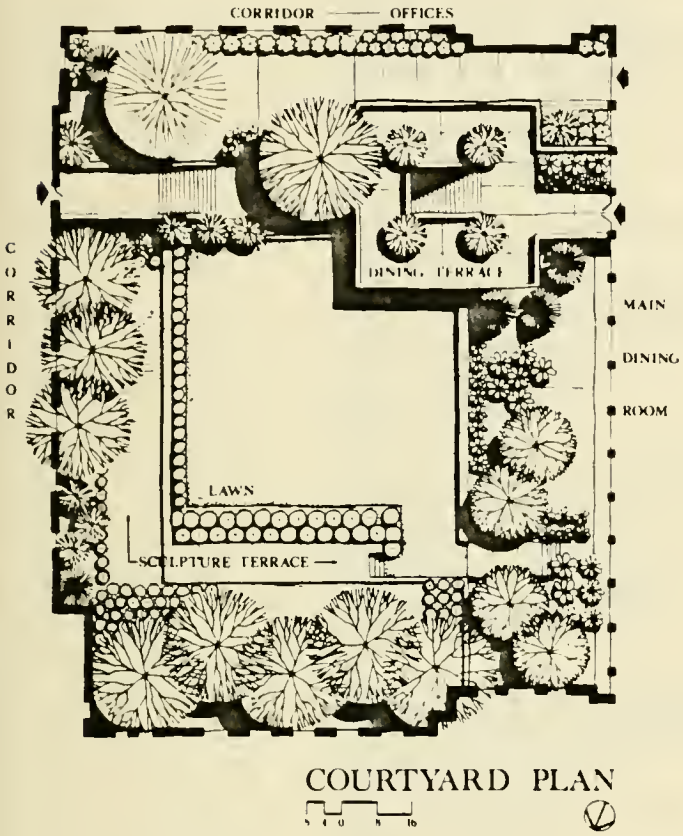
MORIECE & GARY, INC.
Landscape Architects

Museum of Fine Arts

Boston, Massachusetts

MFA consultants

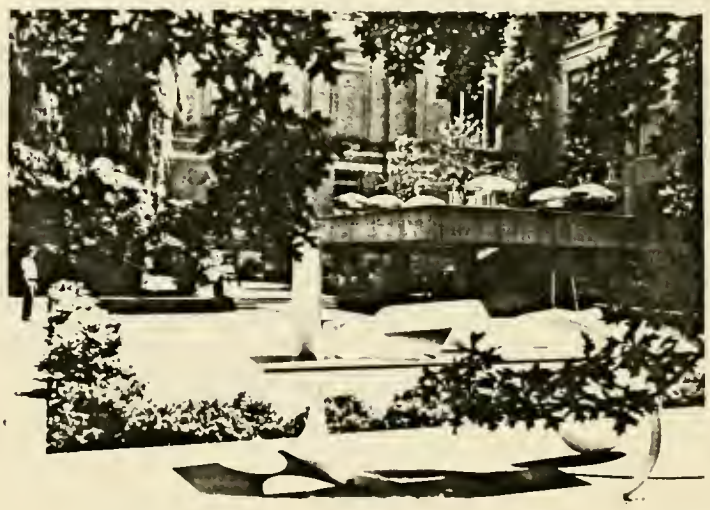
Moriece & Gary has consulted with architect Graham Gund on a number of improvement projects at the Boston's Museum of Fine Arts. Completed landscape work includes the central courtyard, the Huntington Avenue entrance and tree plantings around the Museum. Moriece and Gary were also consultants for the new East Wing and the additions and renovations to the Museum School.



COURTYARD PLAN

Richly planted Courtyard

Completed in the late 1970's, the central courtyard at the Museum of Fine Arts was designed to serve a variety of functions throughout the year: a setting for contemporary sculpture, a place for outdoor dining, a backdrop for summer evening movies and a garden for the enjoyment of plants. A dining terrace overlooked a simple grass panel surrounded by rich and varied plant materials which afford a seasonally changing view for the offices and main dining room surrounding the courtyard. A stone terrace provides an easily maintainable platform for art pieces.



Design Award

The completed project received a Henry David Thoreau Merit Award for landscape design.

MORIECE & GARY. INC.
Landscape Architects

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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ABILITY TO WORK WITH PUBLIC AGENCIES/FAMILIARITY WITH REQUIRED REVIEWS

What demonstrates FST's ability to work with public agencies more effectively, perhaps, than any other fact, is that the agencies themselves repeatedly select FST to perform their projects. FST is particularly proud of its record of repeat business for State and municipal agencies since this clearly indicates the client's satisfaction with the work previously completed.

In addition to experience with the agencies, it is also important that the consultant be familiar with the neighborhoods, the issues that are critical to the individuals who will be affected by the proposed improvements. We do not expect this project to engender heated opposition. The Ruggles Center Plaza is of significant positive value to users, abutters, businesses and residents alike. But, as with any project which affects a variety of people, there are differing and strong opinions of how things should be done, even to the level of detail of what materials they are done with.

While often appearing, superficially, to be a deterrent to progress, true community involvement can, in fact, hasten a project's success. A well-informed community is quite simply a more responsive and responsible community. This FST consultant team believes that when information is shared and input, solicited, progress is more readily maintained and time schedules met.

Although this is a Boston Redevelopment Authority project, other agencies have an interest in the project. Coordination among these agencies facilitates the decisionmaking process and can expedite the various reviews for which other agencies have responsibility.

Thus, there are two broad types of experience which are important here: first is interagency coordination, intended to bring together relevant agencies, with the aim of exchanging information at the earliest stages, achieving consensus on common goals and objectives, and expediting project implementation. Second is community involvement. The processes and vehicles for community involvement are thoroughly understood by and familiar tools for this consultant team. People want to be involved and when the design team is responsive, the project achieves a much better product. The public provides the consultant team

with their unique insights into specific problems, needs, and hopes and through active involvement, establishes a partnership whereby the project can gain stronger support.

Among the agency reviews to which this project will be subject are:

City of Boston Transportation Department, regulatory and warning signage, traffic control.

City of Boston Public Works Department, required for all design review activities such as curb realignments, changes in street grades, street realignments, turning radii, entrances to alleys, curb cuts, PIC requirements, stormwater runoff, etc. The Public Improvement Commission (PIC) has jurisdiction in establishing any changes in existing City public ways, as noted in design reviews by Public Works, and in accepting new public ways. The usual types of PIC plans required for these actions include Widening, Widening and Relocation, Specific Repair, Discontinuance, Approval, Easement, and Laying Out Plans. Other PIC actions would include grants-of-location for utility installations by others in existing City public ways.

The Street Lighting Section of the PWD addresses the lighting design, locations of street lights and underground conduit systems, intensity of lighting. FST provided services for resident engineering and inspection services to PWD for street and sidewalk reconstruction projects for two construction seasons.

Stormwater runoff, sewer, and water systems are the province of Boston Water & Sewer Commission. Their review addresses whether or not plans are in conformance with City standards. FST has often provided services directly to the BWSC and is thoroughly familiar with their reviews.

Gas, electric, cable TV, and telephone are coordinated with the appropriate agencies and companies such as Boston Gas, Boston Edison, New England Telephone, and others, as appropriate.

The Fire Alarm Division reviews fire alarm installations and the Police Department coordinates on police signal systems.

The BRA itself typically has approval authority over all issues in terms of finished site improvements.

The Parks Department may be involved in review in special situations.

The FST team, entirely local and thoroughly experienced with Boston projects, has extensive experience in each of the review elements.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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PERSONNEL ASSIGNMENTS

Staffing for the Ruggles Center Plaza Project makes use of very experienced and skilled staff members from each of the consulting firms on the FST Project Team. Only brief mention is made here of each of the individuals and their respective skills because resumes containing more detailed information for the staff assigned are included in the Standard Form 255, presented at the conclusion of this Qualifications Statement for each of the firms on the FST team.

Serving as Principal-in-Charge, **ROBERT J. CATON, P.E.** is a Senior Vice President and member of the Board of Directors at FST. He heads the firm's Urban Design Division and has more than 35 years of directly relevant experience in some of the most complex urban revitalization projects completed in Boston, Cambridge, Malden, Worcester, and other cities throughout the Commonwealth.

As Project Manager, **GEORGE L. EARLE III, P.E.** is a Vice President and Associate at FST. He has 25 years of experience in planning, design, and construction management of urban revitalization projects including street, highway, site development, public open space, park and plaza, utility relocation, and water, sewer, drainage, and sewer separation projects. Through several assignments for the Boston Public Works Department for rehabilitation of public roadways, he has developed considerable familiarity with the requirements for construction in Boston. With most of these contracts, he has also he managed resident inspection services. He also recently played a key role on the major mixed-use development, University Park at MIT, in Cambridge, MA which includes public parks, plazas, and landscaped areas. He led FST's design efforts for both roadway and utility construction (drainage, sewer, water, electrical) and civil sitework engineering. Construction phase services have also been provided.

Other relevant assignments include Project Engineer for FST's design role on Phase I of Shipyard Park in Charlestown, MA for the Boston Redevelopment Authority. Mr. Earle handled such aspects as management of preloading to consolidate the soils for subsequent construction, structural engineering design for both the Pavilion Building and fountain, electrical and mechanical services for both components, and site utilities and lighting.

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

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In other urban areas, Mr. Earle has played a key role for a number of open space and plaza-type developments. In Cambridge, MA, for example, services in the Kendall Square Urban Renewal area include a pedestrian way which is essentially a linear plaza, between Broadway and Binney Street. Mr. Earle was responsible for all engineering design elements. For Cambridge Center Plaza, a public plaza atop an underground garage which featuring elegant paving, lighting, street furniture, decorative flags, public art, etc., Mr. Earle supervised design and resident engineering services during construction.

Point Park in Kendall Square, presently nearing completion, consists of a fountain and public open space. Mr. Earle supervised engineering design and inspection services during construction. In Worcester, Mr. Earle led FST's efforts for major utility improvements, roadway improvements, traffic signalization, drainage, utilities (both new and relocated), relocation of the War Memorial, and a small park involving paving, lighting, utilities, and drainage.

As day-to-day Project Engineer, **STEPHEN J. O'NEILL** has outstanding credentials, having handled both design and construction phase services on numerous urban revitalization projects. He has led a number of FST infrastructure improvements including both utilities and roadways in Malden. Currently, he is managing FST's engineering for adaptive reuse of a major industrial facility used for many years by General Electric in Everett. He has been responsible for condition surveys, environmental permitting, infrastructure condition and capacity evaluations, and access and traffic.

Other key FST staff to be assigned to this project include **JEFFREY P. SHELDON, P.E.**, a Principal Engineer at FST, as Chief Electrical Engineer, closely supported by **WILLIAM J. MULCAHY**, as Electrical Designer. Both men have outstanding experience in the development of lighting for public space in the City of Boston. Mr. Sheldon is a Boston resident as well. Jeff Sheldon is experienced in the design and installation of electrical distribution systems both interior and exterior, overhead and underground, and at many different voltage classes. Relevant work includes Deputy Chief Electrical Engineer for parkland lighting and construction-related services for rapid transit traction power, traction power substations and tunnel lighting for the MBTA's Southwest Corridor Project and electrical design for construction of a computerized airfield lighting control system for Logan International Airport in Boston.

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Bill Mulcahy has over 30 years of varied experience in electrical engineering, including extensive experience in outdoor lighting. He played a key role for the Massachusetts Department of Public Works inspecting all highway lighting in the state and issuing contracts to rehabilitate the high mast and roadway lighting systems where required. He designed roadway lighting for Melnea Cass Boulevard in Boston and was involved in design of walkway and parkland lighting at Paul Revere Park in Charlestown as part of the Central Artery – North Area Project. In the Boston area, he designed site lighting and highlighting of the entrance structure at Shipyard Park, Charlestown; pedestrian and roadway lighting for the Kendall Square and Lechmere Canal & Triangle Square Projects in Cambridge; and facade and street lighting at Ten Post Office Square in Boston.

Civil engineering design will be handled primarily by **JAMES LOPES** and **SCEVA JOHNSON. GEORGE PROTASOWICKI** will deal with drainage design. Each of these individuals is an Engineer at FST and has many years of experience in directly analogous assignments, as identified in their resumes in SF-255 at the conclusion of this submittal. Mr. Johnson is a resident of Boston.

Jim Lopes has 20 years of experience with extensive background in street and roadway construction/reconstruction; sewers and drains; street lighting; water mains; parks and playgrounds; State highway projects; and sewage treatment plants. Because a substantial component of his experience has been on projects in Boston, his understanding of procedures to be followed, such as Public Improvement Commission procedures, is second nature to him. The South End Urban Renewal Area Project for the Boston Redevelopment Authority was one of his major responsibilities for many years and included complete infrastructure replacement and rehabilitation and construction of roadways, street lighting, and park facilities. He has played a key role in the City of Boston Public Works Department Rehabilitation of Various Roadways, preparing contract documents for each of three separate contracts.

Sceva Johnson has 15 years at FST with responsibility for many stages of design. He also has extensive experience with application of computer programs to solve complex engineering problems. Recent Boston area projects include the North Area – Central Artery project and the Third Harbor Tunnel/Depressed Central Artery project. For CANA, he participated in all aspects of civil

design and submission of contract documents; as well as utilities rearrangement; review of drainage calculations; preparation of traffic maintenance plans; writing of contract specifications; preparation of cost estimates; and compilation of documents for environmental permits. He had extensive involvement in the Southwest Corridor Project, with responsibilities including data collection for existing utilities and buildings; survey coordination; community participation; preparation of Public Improvement Commission (PIC) documents; street layouts; invert slab geometrics; right-of-way and land acquisition plans; specifications and estimates; and shop drawings review. He also had a key design assignment for Melnea Cass Boulevard.

George Protasowicki has many years of experience in both planning and urban site design as well as construction administration of private and municipal facilities. As project engineer, he has been involved in the design of bid plans and specifications for site plans; hydraulic design of underdrainage, stormwater detention and retention ponds, stormwater, wastewater, irrigation systems, potable and fire protection infrastructures; onsite sewage disposal systems; pumping stations and utilities relocation. At FST, he was Project Engineer on a variety of assignments, such as a complex analysis for the Corps of Engineers of a major realignment of certain divisions from Fort Huachuca, AZ to Fort Devens, MA. He has also been involved roadway repair and reconstruction in many locations in Boston for the Public Works Department.

He has handled such drainage assignments as the Visitor's Center for Plimoth Plantation, Plymouth, MA; drainage for Codex World Headquarters, Canton, MA; and other assignments such as street widening and reconstruction and related appurtenances including construction administration for improvements at the former Bradford School site, Dorchester, MA for Boston Public Facilities Department. He also designed bid documents for numerous street reconstruction projects for the Washington Park Urban Renewal Area Projects in Roxbury, MA for the BRA.

Structural engineering will be handled **GOLSIMA K. KNOX, P.E.** Ms. Knox is a Senior Engineer at FST with considerable experience in structural design assignments, many in the City of Boston. She was involved with design of the superstructure for the North Area - Central Artery, a project involving demolition of ramps connecting I-93, Route 1 and the Central Artery and replacing them with a multi-level trumpet-shaped loop ramp interchange.

Her role on the Southwest Corridor Project involved coordination with the adjacent Copley Place Project, and utilization of the air rights over the Corridor for the Berkeley Street Substation and the Back Bay Station. Ms. Knox is a Visiting Lecturer in structural design at Tufts University.

Geotechnical considerations will be handled by **HARVEY H. STOLLER, P.E.,,** a Senior Engineer at FST. Mr. Stoller directs geotechnical engineering for FST, preparing soils reports, planning and field supervising soil exploration and testing programs, and controling embankment construction over poor soils. For MDPW, he handled all geotechnical studies required for a major reconstruction of a 1-mile long stretch of Route 1 North in Saugus, MA. He led FST's geotechnical coordination for two major sections of the Southwest Corridor Project in Boston. He also provided geotechnical engineering services for design of a $50 million underground rapid transit station and pocket track structure on the Los Angeles, CA Metro Rail Project. He has participated in several projects at Logan International Airport invoiving runway pavement design, boring layouts, analysis of boring results, and determination of types of foundations to be used.

GARY L. HEBERT, Principal Planner at FST, will handle traffic considerations and any requirements for traffic detours. He has nearly 20 years of highly relevant experience in traffic and land use impact, parking, and public transit studies, and environmental assessments. He has completed numerous assignments in the City of Boston. He was Project Transportation Engineer for environmental impact documentation on the Depressed Central Artery/Third Harbor Tunnel EIS/EIR. He recently led two critical projects in the Boston metropolitan area-- South Boston/Fort Point Channel Roadway Improvements for the Boston Transportation Department and Transportation Engineering Services for the Metropolitan District Commission (MDC). The South Boston project was particularly complex because it involved development and integration of a $36 million local roadway infrastructure improvement program with several local and regional roadway/transit improvement projects. The MDC project was a demand-responsive contract which involved 12 diverse assignments ranging from the optimization of traffic flow through congested urban parkway corridors in Boston, Cambridge, and Watertown to the assessment of traffic impacts associated with the expansion of the Franklin Park Zoo in Boston, MA.

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The Fay, Spofford & Thorndike, Inc. Team

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For the Boston Redevelopment Authority, he led a traffic engineering study of a 12-intersection portion of Dorchester Avenue, an urban arterial which passes through a heavily-developed commercial corridor. Both vehicular and pedestrian traffic are heavy. There is on-street parking, and a history of accidents in the area. The work was completed in conjunction with the Dorchester Avenue IPOD Area Urban Design Study.

Heading the Resident Engineering effort will be **EDWARD J. KING**, whose experience has concentrated in construction. He has particular expertise in monitoring and resolving the issues that arise during construction of infrastructure improvements in congested urban areas. He served as Chief Inspector and Resident Engineer for rehabilitation of various public roadways for the City of Boston Public Works Department. He was also Resident Engineer in Worcester, MA during a major EPA sewer project, undertaken as a component of a complex project involving $56 million in improvements to the City's combined sewerage system. His early experience at FST involved serving as inspector and field engineer on a variety of construction contracts including several at Logan International Airport.

GARY W. PURYEAR, R.L.A., Principal and Vice President at Moriece & Gary will head M&G's efforts for this project. He has over 18 years of experience in the Boston area including planning, design, and construction inspection for a wide range of design projects such as streetscapes, parks and recreation areas, schools, plazas, urban pedestrian malls, and transportation projects. His management of Section One of the Southwest Corridor Project from Dartmouth Street to Massachusetts Avenue has given him unique insight working in Boston neighborhoods. He also directed the streetscape design for both Upper and Lower Harcourt Street from Huntington Avenue to the Southwest Corridor Parkland. Included in the Southwest Corridor Project design was realignment and full streetscape improvements. Charles Streets. He also served in the capacity of community liaison with FST for the Master Planning and final site-specific design which related to the St. Botolph Street neighborhood. He has served as Project Manager for Roxbury Community College, the Hynes Convention Center, and the Carter School reconstruction. He is intimately familiar with the City permitting process and the requirements of the various City Boards and Departments which have jurisdiction over the type of site improvements anticipated in this project.

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JANE A. KNIGHT, Senior Landscape Designer has extensive experience in working in the Boston environment. She has been a principal designer for streetscape improvements to Tremont Street and Dorchester Avenue and has carried those projects through contract document production and site inspection. Ms. Knight has also served on the design team for other urban projects such as the Natick Common, Winthrop Square Revitalization and two recent playgrounds in Boston: Downer Avenue and Doherty Playgrounds. She has performed community liaison functions with her Boston work and is currently Co-Clerk-of-the-Works for the Boston Playgrounds construction. Ms. Knight is the former Assistant to the Bristol City Parks Department, Bristol, England. She presently resides in Boston.

RONALD R. DARZEN, Senior Landscape Designer, worked as Chief Designer for the Park and Tree Division of the Department of Public Works in Wellesley, MA, and supervisor for the Recreation and Parks Department, Ann Arundel County, MD. He was Co-Designer for the streetscape improvements to Tremont Street and Dorchester Avenue and also chief designer for Downer Avenue and Doherty Playgrounds in Boston. His urban design experience extends to assistance on Section One of the Southwest Corridor Project and he is currently serving as Co-Clerk-of-the-Works for the Boston Playgrounds construction. Mr. Darzen has a strong background in permitting on the local and state level.

SHINEI TSUKAMOTO, Landscape Designer at M&G, has experience with urban design and public space development in New England and especially, in metropolitan Boston. His design skills have been applied to a variety of urban spaces such as the Franklin Park Zoo, St. Botolph Street Improvements with FST for the BRA, and the multi-purpose Quigley Park in Chelsea. At a new park in Cambridge, Mr. Tsukamoto was responsible for design of several tot lots, the walkway system, and athletic fields. He has a clear understanding of the design process and the complexities of urban design, having recently served as designer on Columbus Park as well as a number of others in the City of Boston.

KIRK A. SYKES, AIA, President of Primary Group, Inc., is an architect and planner with extensive urban development experience. He contributed to the planning and design of the Southwest Corridor Project and has played a key role in major developments from Boston to Los Angeles. His success in coordinating and leading community participation efforts results from a strong commitment to Boston's neighborhoods, both professionally and personally.

He is a Roxbury resident and President of the Fort Hill Civic Association as well as a member of the Roxbury Heritage State Park Advisory Board. Linving within a quarter mile of the Ruggles Center Plaza site, Mr. Sykes has been involved with this project since its inception. In his capacity as the President of Fort Hill Civic Association, (a civic association affected by the project) he has contributed to and supported the Parcel 18 Task Force and is thoroughly conversant with the activities in the neighborhoods concerning this project.

He interacts on a regular basis with local community leaders and residents alike. Over the last 10 years, Mr. Sykes has participated in discussions with the Roxbury Neighborhood Council, Eggleston Square Neighborhood Association, The J.P. Jackson Square Station Area Task Force, and The Franklin Field South Neighborhood Association, to name just a few. All of these groups are in the Roxbury and Jamaica Plain communities.

ABBAS DARVASH, P.E. is a civil and hydraulics engineer at SAI with more than 10 years of experience. He has contributed to extensive drainage improvement projects, bridges, transportation improvements, and utilities design.

CATHLEEN ROSS PAINE is a structural and civil engineer with SAI. She has participated in a number of diverse engineering assignments which include bridge, roadway, and highway projects as well as parking facilities, drainage, and other waterfront work.

Assisting with Resident Engineering tasks will be **MOSTAFA VESSALI, EIT**, who is experienced in surveying, structural, and civil engineering as well as construction inspection. He has served as resident on a number of sewer rehabilitation projects as well as bridge, roadway, and highway assignments.

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The Fay, Spofford & Thorndike, Inc. Team

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ABILITY TO PROVIDE SERVICES EXPEDITIOUSLY

What demonstrates this project team's ability to complete projects expeditiously is, most importantly, the same point we have made previously in this Qualifications Statement. The agencies throughout New England and particularly in the Boston area repeatedly select FST to perform their projects. FST is particularly proud of its record of repeat business for State and municipal agencies since this clearly indicates the client's satisfaction with the work previously completed.

It is the breadth and depth of staffing available for this project as well as the commitment of high-level and experienced personnel who will assure the timely and cost-effective meeting of the BRA's schedule requirements for this project. Our familiarity with the Boston agencies and our ability to integrate City and regulatory agency requirements and neighborhood concerns enables us to fast-track a design and eliminate costly delays.

We have a wealth of experience in construction-related time-saving concepts and techniques such as staged construction, early contracts, contract packaging, prepurchase of materials and equipment, and a proven ability to respond to construction-related problems virtually immediately. This works effectively to minimize the delays which often occur during the construction period of a contract.

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AFFIRMATIVE ACTION/ CITY OF BOSTON REQUIREMENTS

FST has a longstanding tradition of hiring, training, educating, and advancing minorities and women, and since its inception has complied both with the spirit and substance (approved by federal authority) of Affirmative Action and Equal Employment Opportunity. Affirmative Action applies to all our employment practices including recruiting, advertising, rates of pay, and other compensation and benefits. It also applies to many other activities of our organization, such as community involvement and youth opportunity programs.

As a long-established engineering firm, FST has consistently employed and sought to increase employment of members of minority ethnic groups and women, has established a tuition reimbursement program to encourage employees to improve their skills and training, and encourages, through paid time off, employees taking qualifying examinations (i.e., registrations) to their professional advantage. FST employees are further encouraged to participate in various professional societies such as the Boston Society of Civil Engineers, the Women's Transportation Seminar, and the Society of Women Engineers.

In furtherance of our AA/EEO program, FST has established an active recruitment program at seven Greater Boston area colleges and universities. Over the next several months, senior management officials of the firm will be visiting these institutions with the intent of meeting and screening potential job candidates and inviting promising individuals for interviews with FST Department Heads. Of paramount importance is the objective to identify promising young women and minority engineers.

FST participates annually in the United Negro College Fund, utilizes minority students from Northeastern University and Wentworth Institute during their co-op work training curriculum, and advertises employment opportunities in Boston minority and neighborhood newspapers such as La Semana, Bay State Banner, South End News, and Sampan.

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FST prohibits discrimination or denial of benefits of any activity, program, or employment process, especially with regard to assuring that Blacks, Hispanics, Asian Americans, American Indians, women, and handicapped persons, are treated fairly and equitably. No person will be discriminated against on the basis of race, creed, color, religious beliefs, national origin, ancestry, marital status, age, or gender.

Currently, approximately 27% of the firm's total employees are minorities and/or women. FST solicits and encourages minority/women firm participation on its projects, and utilizes the services of minority vendors or suppliers whenever possible.

FST's commitment to Affirmative Action/Equal Employment Opportunity is evidenced by the assignment of women and minority in-house personnel and Boston residents to key roles on this project and is further underscored by the composition of our project team.

During FST's joint-venture participation, as Coordinating Consultant and Section One Designer, for the Massachusetts Bay Transportation Authority's Southwest Corridor Project in Boston, FST was responsible for conceptualization, design, and implementation of an Education/Training Program to enable local project area high school students to work as interns in the project offices and learn the fundamentals of engineering and architecture. These minority and women interns have subsequently made new career choices, applied to, and been accepted in local colleges to enable them to continue this training. The program included career guidance and assistance with college applications and funding.

We are pleased to emphasize that for this Boston Redevelopment Authority Ruggles Center Plaza Project, the staffing assignments for the project team include, to the maximum extent possible, residents of the City of Boston, minority individuals, and women. We commit that as we assign additional individuals to work on the project in support roles we will continue to focus on these requirements and target our assignments to Boston residents, minority and women employees as well as requiring our subcontractors to make the same commitment.

In addition to the staffing commitment, each of the firms on the team is located in the City of Boston. We selected this team to maximize participation of minorities, women, and residents of the City of Boston.

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- **FAY, SPOFFORD & THORNDIKE, INC. (FST)** – Prime consultant responsible for project management, design development, and resident engineering services.
- **MORIECE & GARY, INC. (M&G)** – Landscape architecture.
- **PRIMARY GROUP, INC. (PG)** – Community liaison, coordination with developer and neighborhood interests.
- **SCHOENFELD ASSOCIATES, INC. (SAI)** – Civil engineering, survey, and resident inspection support.

AFFIRMATIVE ACTION STATEMENT
WOMEN & MINORITY PROFILE

Moriece & Gary has a long-standing tradition of hiring, training, educating and advancing minorities and women and since its inception has complied both with the spirit and substance of Affirmative Action and Equal Employment Opportunity. Currently forty-three percent of the firm's total employees are women and/or minorities. Moriece & Gary has solicited and encouraged minority/women firm participation on its projects and utilizes the services of minority vendors or suppliers whenever possible.

Moriece & Gary participated in an Educational Training Program with on-the-job training and educational advancement of disadvantaged and minority residents of the Southwest Corridor which received national attention.

Moriece & Gary and its consultants will exercise particular attention during the course of the research and planning involved in this project to use minority/women staff people whenever possible and will continue the present practice of utilizing minority vendors and suppliers.

JOB CATEGORY	ALL EMPLOYEES	TOTAL MALE	TOTAL FEMALE	TOTAL MINORITY
OFFICERS/ MANAGERS	3	2	1	-
PROFESSIONALS	6	4	2	-
TECHNICIANS	3	3	-	1
OFFICE & CLERICAL	3	1	2	-
TOTALS	15	10	5	1

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DETAILED SUMMARY OF COSTS

Scope of Services

1. Supplemental Land Surveys

Following examination of available survey and existing conditions information, a site inspection will be performed to verify existing surface features. FST will then determine the need for and extent of any supplemental land surveys as may be required to update the available existing survey material.

When considered appropriate by members of the Team, or as directed by the Authority, FST will prepare proposals, including estimates of cost, to undertake any borings, tests, additional land surveys or special investigations necessary to the planning, preliminary engineering or design of each improvement or group of improvements. Such proposals will be submitted to the Authority and, if approved by the Authority, the borings, tests, land surveys, or other special investigations will be obtained by FST in the manner approved.

It is anticipated that a small number of borings (2 crew days) will be required to determine the adequacy of drainage structure and pipe foundation material and for foundation design, if applicable, for the public artwork.

2. Preliminary Engineering

The Team will prepare Design Development and Preliminary Engineering plans, outline specifications and preliminary construction cost estimates for each improvement or group of improvements as may be designated by the Authority.

Preliminary Engineering services to be performed by the Team will include preparation of the following:

- Preliminary layouts and plans at a horizontal scale of 1 inch equals 20 feet or any other scale that may be required. Drawings will be done in ink on mylar at a sheet size to be designated by the Authority.

- Standard details of the Boston Water and Sewer Commission (BWSC) will be mylar reproductions of BWSC detail drawings.

- Profiles and elevations showing all such dimensions that are critical to the design at such vertical and horizontal scales as may be specified by the Authority.

- Typical sections and details of major appurtenances.

- Outline specifications for construction.

- Preliminary construction cost estimates.

- A preliminary design statement setting forth all pertinent design criteria, as applicable, plus any other data pertaining to the construction, operation and maintenance of the proposed improvement that may assist the Authority in its review of the preliminary submission.

- Presentation materials as required to discuss the project plan with funding officials, community groups, appropriate public agencies and the Parcel 18+ Task Force.

3. P.I.C. and Other Agencies

FST will prepare drawings and reports as required by the Authority for submission to the Public Improvement Commission (PIC) of the City of Boston, and any other agency requiring such documents. Such drawings and reports shall meet the standards and requirements of the PIC and such other agencies. Is is anticipated that laying out plans will be required, since the property is presently under MBTA ownership. Plans required because of PIC orders shall be in ink of appropriate colors on mylar and to the standards required by the PIC.

Representatives of FST will attend meetings with officials of the PIC and other agencies as required and as directed by the Authority. It is anticipated that 3 meetings will be required with the P.I.C.

4. Community Participation Program

Upon request of the Authority, the Team will prepare appropriate illustrative plans and presentation materials and participate in presenting the project to community groups, developer interests and appropriate public agencies. Comments will be recorded and

analyzed, and appropriate responses generated as required. It is anticipated that seven meetings will be required with the various community groups.

5. Final Engineering and Bid Documents

Following acceptance by the Authority of the preliminary engineering plans, outline specifications and preliminary cost estimates that relate to any single improvement or group of improvements, FST will prepare Construction Contract Documents for each such improvement or group of improvements as may be designated by the Authority. Upon completion or revision, FST will submit this work for review and comment to the Authority and to other affected agencies as directed by the Authority.

Construction Contract Documents for any improvement or group of improvements will include the followings:

- o Final construction drawings complete and ready for advertisement for construction bids.
- o Final specifications complete and ready for advertisement for construction bids.
- o A reproducible copy of all design computations.
- o A reproducible copy of the Engineer's Estimate of construction cost.
- o A final design statement which sets forth all the pertinent design criteria employed in the design; recommendations for maintenance and operation; and all other pertinent engineering data.

FST anticipates the following construction drawings will be required.

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List of Drawings

1. Title Sheet
2. General Notes, Legend & Bench Marks
3. Existing Condition/Demolition Plan – I
4. Existing Condition/Demolition Plan – II
5. Alignment Plan – I
6. Alignment Plan – II
7. Grading Plan – I
8. Grading Plan – II
9. Materials and Planting Plan – I
10. Materials and Planting Plan – II
11. Planting/Landscape Details – I
12. Planting/Landscape Details – II
13. Sewer, Water & Drain Construction – I
14. Sewer, Water & Drain Construction – II
15. Irrigation Plan
16. Irrigation – Details
17. Street Lighting
18. Street Lighting – Details
19. Signal Plan @ Melnea Cass Blvd. & Columbus Ave.
20. Signal Plan @ Tremont Street & Plaza
21. Signal Details, Sign Summary & Pavement Markings
22. Structural – Sections & Details
23. BWSC Details

FST will furnish the Authority with 25 sets of contract plans and specifications for bidding purposes; will assist in advertising for and will review and evaluate bids received, and will submit to the Authority a recommendation as to the award of all construction contracts.

6. Consult, Advise and Coordinate

Throughout the project, the Team will provide such consultation, advice and coordination services as may be required by the Authority in meeting the requirements of the PWD, the Public Improvement Commission, BWSC and other public and private agencies with respect to each improvement or group of improvements which may be constructed in the project area. Such services will include coordination with developers of adjacent properties and with the local artist.

Team representatives will attend meetings and conferences held in conjunction with the project as necessary.

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7. Resident Engineering and Shop Drawings, Field Sketches and As-Builts

During the construction phase, FST will provide resident engineering services, including checking and approving construction or shop drawings submitted by contractors, providing supplemental sketches required to resolve problems imposed by actual field conditions, provide baseline layout and bench marks for initial construction survey, review of test reports, periodic site inspection and general observations during construction by office personnel, final inspection and report, and compilation, maintenance and transmission of as-built record documents.

8. Testing of Materials

During construction of the proposed improvements, FST will obtain such materials testing services as are normally required for roadway/sidewalk utility construction contracts. The testing required includes, but is not necessarily limited to the following:

- Dry density (Standard Proctor)
- In-place density (Sand-Cone Method)
- Concrete compressive strength (Cylinder breaks)
- Bituminous concrete mix (Extractions and core samples)
- Gradations (Sieve analysis)

FST's Estimated Fee for providing the aforementioned services is $216,438.00. A detailed breakdown is included herewith.

NOTES TO ESTIMATED FEE

1. 3 days of three-person survey party and 3 days note reduction/plotting.
2. 2 days @ $1,100 per diem.
3. 3 meetings each for FST and Moriece & Gary.
4. 7 meetings for Primary Group, Inc.
5. Reimbursable expenses include $1,500 for 25 sets of contract documents.
6. Includes 3 standard Proctor in-place density tests, concrete cylinder tests for 6 concrete placements, bituminous concrete extractions (3) and core samples (4), and 4 gradations (sieve analyses).

ESTIMATED FEE

SOUTHWEST CORRIDOR AREA : PARCEL 18
PUBLIC PLAZA AT RUGGLES CENTER

SERVICES FOR DESIGN, CONTRACT DOCUMENTATION,
BID PREPARATION AND RESIDENT ENGINEERING

FIRM: FAY, SPOFFORD & THORNDIKE, INC. DATE: APRIL 19, 1990	FAY, SPOFFORD & THORNDIKE, INC.									SUBCONSULTANTS				TOTAL
	PROJECT MANAGEMENT						FST TOTAL LABOR	FST REIMB. EXPENSES						GRAND TOTAL LABOR & REIMB. EXPENSES
	ASSOCIATE (HRS.)	SENIOR ENGINEER (HRS.)	ENGINEER (HRS.)	RESIDENT ENGINEER (HRS.)	SENIOR DRAFTER (HRS.)	STENO (HRS.)	($)	($)	MORIECE & GARY, INC. (HRS.)	MORIECE & GARY, INC. ($)	SCHOENFELD ASSOC. INC. ($)	PRIMARY GROUP, INC. ($)		($)
1. SUPPLEMENTAL LAND SURVEYS														
1.1 FIELD SURVEY (1)		4	8			1	$679				$3,270			$3,949
1.2 SOIL BORINGS (2)		12	16		4	1	$1,715	$2,200						$3,915
2. PRELIMINARY ENGINEERING	18	72	90		156	16	$16,582	$300	200	$10,000				$26,882
3. P.I.C. AND OTHER AGENCIES														
3.1 P.I.C. LAYING OUT PLANS		32	48		80		$7,328	$100						$7,428
3.2 P.I.C. REVIEW MEETINGS (3)	4	12				2	$1,094		4	$200				$1,294
4. COMMUNITY PARTICIPATION PROGRAM (4)	18	42			24	8	$5,060		50	$2,500		$12,300		$19,860
5. FINAL ENGINEERING AND BID DOCUMENTS														
5.1 CONTRACT DOCUMENTS (5)	54	180	270		468	32	$47,090	$1,500	406	$20,300				$68,890
5.2 FINAL DESIGN STATEMENT	4	16	8			2	$1,742		8	$400				$2,142
5.3 REVIEW/EVALUATE BIDS	6	28	16		8	4	$3,384		12	$600				$3,984
6 CONSULT, ADVISE AND COORDINATE														
6.1 COORDINATE W/BRA	24	16	8			2	$3,302		40	$2,000				$5,302
6.2 COORDINATE W/DEVELOPER	8	20	16			2	$2,702		40	$2,000				$4,702
6.3 PUBLIC ARTWORK COORDINATION	8	32				2	$2,606		16	$800				$3,406
7. RESIDENT ENGINEERING, SHOP DWGS., etc.														
7.1 RESIDENT ENGINEERING				1,040			$45,760		0	$0	$3,270			$49,030
7.2 SHOP & FIELD DRAWINGS		16	30		20		$3,230		120	$6,000				$9,230
7.3 AS-BUILT DRAWINGS		8	12		36		$2,424		20	$1,000				$3,424
8. TESTING OF MATERIALS (6)							$0	$3,000						$3,000
TOTAL JOBHOURS	144	490	522	1,040	796	72			916					
BILLING RATES ($/PER HOUR)	78.00	60.00	51.00	44.00	37.00	31.00								
TOTAL ($)	$11,232	$29,400	$26,622	$45,760	$29,452	$2,232	$144,698	$7,100		$45,800	$6,540	$12,300		$216,438

RUGGLES CENTER PLAZA

The Fay, Spofford & Thorndike, Inc. Team

* * * * *

1990 & 1991 CALENDAR YEARS

FAY, SPOFFORD & THORNDIKE, INC.

Principal	$110.
Associate	78.
Principal Engineer	66.
Principal Planner	66.
Senior Engineer	60.
Senior Planner	60.
Engineer	51.
Resident Engineer	44.
Assistant Engineer II	41.
Assistant Engineer I	38.
Senior Detailer	45.
Detailer	41.
CADD Technician VI	45.
CADD Technician IV	38.
CADD Technician III	33.
Senior Drafter	37.
Drafter III	33.
Technical Typist	31.

MORIECE & GARY, INC.

Principal	$84.
Senior Associate	61.
Associate	50.
Designer	39.
Draftsperson	36.
Technical Typist	31.

SCHOENFELD ASSOCIATES, INC.

Field Survey (3-Person Party)	$825.
Engineer	55.
Drafter	37.

PRIMARY GROUP, INC.

Principal	$95.

Supplemental Information

STANDARD FORM (SF)

254

Architect-Engineer and Related Services Questionnaire

1. Firm Name/Business Address:

FAY, SPOFFORD & THORNDIKE, INC.
191 Spring Street, P.O. Box 9117
Lexington, Massachusetts 02173-9117

1a. Submittal is for Parent Company Branch or Subsidiary Office

2. Year Present Firm Established: 1956

3. Date Prepared: March 25, 1990

4. Specify type of ownership and check below, if applicable.

Corporation
DUNS NO. 05-178-3678

- A. Small Business
- B. Small Disadvantaged Business
- C. Woman-owned Business

5. Name of Parent Company, if any:

None

5a. Former Parent Company Name(s), if any, and Year(s) Established:

Predecessor partnership - Fay, Spofford & Thorndike, 1914

6. Names of not more than Two Principals to Contact: Title/Telephone

1) Max D. Sorota, President (617) 863-8300
2) Robert J. Caton, Treasurer (617) 863-8300

7. Present Offices: City/State/Telephone/No. Personnel Each Office

7a. Total Personnel 258

191 Spring Street (229)
P.O. Box 9117
Lexington, MA 02173
(617) 863-8300

20 Park Plaza, Suite 920 (10)
Boston, MA 02116
(617) 426-8666

Field Personnel (19)
Various Locations

8. Personnel by Discipline: *(List each person only once, by primary function.)*

41	Administrative	10	Electrical Engineers		Oceanographers	5	Marine Engineers
2	Architects	3	Estimators	11	Planners: Urban/Regional	2	Data Processing Experts
	Chemical Engineers	1	Geologists	36	Sanitary Engineers	1	Graphics Specialist
36	Civil Engineers	2	Hydrologists	2	Soils Engineers	1	Technical Editor
8	Construction Inspectors		Interior Designers	2	Specification Writers	11	CADD Specialists
28	Draftsmen		Landscape Architects	30	Structural Engineers		
1	Ecologists	6	Mechanical Engineers	2	Surveyors		
	Economists		Mining Engineers	17	Transportation Engineers	258	TOTAL

9. Summary of Professional Services Fees Received: (Insert index number)

	Last 5 Years (most recent year first)				
	1989	1988	1987	1986	1985
Direct Federal contract work including overseas	5	5	5	5	5
All other domestic work	8	8	8	8	8
All other foreign work*	--	--	--	--	--

*Firms interested in foreign work, but without such experience, check here:

Ranges of Professional Services Fees INDEX

1. Less than $100,000
2. $100,000 to $250,000
3. $250,000 to $500,000
4. $500,000 to $1 million
5. $1 million to $2 million
6. $2 million to $5 million
7. $5 million to $10 million
8. $10 million or greater

Experience Profile Code Numbers for use with questions 10 and 11

001 Acoustics; Noise Abatement
002 Aerial Photogrammetry
003 Agricultural Development; Grain Storage; Farm Mechanization
004 Air Pollution Control
005 Airports; Navaids; Airport Lighting; Aircraft Fueling
006 Airports; Terminals & Hangars; Freight Handling
007 Arctic Facilities
008 Auditoriums & Theatres
009 Automation; Controls; Instrumentation
010 Barracks; Dormitories
011 Bridges
012 Cemeteries *(Planning & Relocation)*
013 Chemical Processing & Storage
014 Churches; Chapels
015 Codes; Standards; Ordinances
016 Cold Storage; Refrigeration; Fast Freeze
017 Commercial Buildings *(low rise)*; Shopping Centers
018 Communications Systems; TV; Microwave
019 Computer Facilities; Computer Service
020 Conservation and Resource Management
021 Construction Management
022 Corrosion Control; Cathodic Protection; Electrolysis
023 Cost Estimating
024 Dams *(Concrete; Arch)*
025 Dams *(Earth; Rock)*; Dikes; Levees
026 Desalinization *(Process & Facilities)*
027 Dining Halls; Clubs; Restaurants
028 Ecological & Archaeological Investigations
029 Educational Facilities; Classrooms
030 Electronics
031 Elevators; Escalators; People-Movers
032 Energy Conservation; New Energy Sources
033 Environmental Impact Studies, Assessments or Statements
034 Fallout Shelters; Blast-Resistant Design
035 Field Houses; Gyms; Stadiums
036 Fire Protection
037 Fisheries; Fish Ladders
038 Forestry & Forest Products
039 Garages; Vehicle Maintenance Facilities; Parking Decks
040 Gas Systems *(Propane; Natural, Etc.)*
041 Graphic Design
042 Harbors; Jetties; Piers; Ship Terminal Facilities
043 Heating; Ventilating;Air Conditioning
044 Health Systems Planning
045 Highrise; Air-Rights-Type Buildings
046 Highways; Streets; Airfield Paving; Parking Lots
047 Historical Preservation
048 Hospital & Medical Facilities
049 Hotels; Motels
050 Housing *(Residential, Multi-Family; Apartments; Condominiums)*
051 Hydraulics & Pneumatics
052 Industrial Buildings; Manufacturing Plants
053 Industrial Processes; Quality Control
054 Industrial Waste Treatment
055 Interior Design; Space Planning
056 Irrigation; Drainage
057 Judicial and Courtroom Facilities
058 Laboratories; Medical Research Facilities
059 Landscape Architecture
060 Libraries; Museums; Galleries
061 Lighting *(Interiors; Display; Theatre, Etc.)*
062 Lighting *(Exteriors; Streets; Memorials; Athletic Fields, Etc.)*
063 Materials Handling Systems; Conveyors; Sorters
064 Metallurgy
065 Microclimatology; Tropical Engineering
066 Military Design Standards
067 Mining & Mineralogy
068 Missile Facilities *(Silos; Fuels; Transport)*
069 Modular Systems Design; Pre-Fabricated Structures or Components
070 Naval Architecture; Off-Shore Platforms
071 Nuclear Facilities; Nuclear Shielding
072 Office Buildings; Industrial Parks
073 Oceanographic Engineering
074 Ordnance; Munitions; Special Weapons
075 Petroleum Exploration; Refining
076 Petroleum and Fuel *(Storage and Distribution)*
077 Pipelines *(Cross-Country--Liquid & Gas)*
078 Planning *(Community, Regional, Areawide and State)*
079 Planning *(Site, Installation, and Project)*
080 Plumbing & Piping Design
081 Pneumatic Structures; Air-Support Buildings
082 Postal Facilities
083 Power Generation, Transmission, Distribution
084 Prisons & Correctional Facilities
085 Product, Machine & Equipment Design
086 Radar; Sonar; Radio & Radar Telescopes
087 Railroad; Rapid Transit
088 Recreation Facilities *(Parks, Marinas, Etc.)*
089 Rehabilitation *(Buildings; Structures; Facilities)*
090 Resource Recovery; Recycling
091 Radio Frequency Systems & Shieldings
092 Rivers; Canals; Waterways; Flood Control
093 Safety Engineering; Accident Studies; OSHA Studies
094 Security Systems; Intruder & Smoke Detection
095 Seismic Designs & Studies
096 Sewage Collection, Treatment and Disposal
097 Soils & Geologic Studies; Foundations
098 Solar Energy Utilization
099 Solid Wastes; Incineration, Land Fill
100 Special Environments; Clean Rooms, Etc.
101 Structural Design; Special Structures
102 Surveying; Platting; Mapping; Flood Plain Studies
103 Swimming Pools
104 Storm Water Handling & Facilities
105 Telephone Systems *(Rural; Mobile; Intercom, Etc.)*
106 Testing & Inspection Services
107 Traffic & Transportation Engineering
108 Towers *(Self-Supporting & Guyed Systems)*
109 Tunnels & Subways
110 Urban Renewals; Community Development
111 Utilities (Gas & Steam)
112 Value Analysis; Life-Cycle Costing
113 Warehouses & Depots
114 Water Resources; Hydrology; Ground Water
115 Water Supply, Treatment and Distribution
116 Wind Tunnels; Research/Testing Facilities Design
117 Zoning; Land Use Studies
223 Ferry Terminals
301 Drydocks
302 Caissons

10. Profile of Firm's Project Experience, Last 5 Years

Profile Code	Number of Projects	Total Gross Fees (In thousands)	Profile Code	Number of Projects	Total Gross Fees (In thousands)	Profile Code	Number of Projects	Total Gross Fees (In thousands)
1) 005	32	2,448	11) 061	32	789	21) 101	118	11,444
2) 011	52	7,307	12) 062	34	1,235	22) 104	56	2,655
3) 021	36	4,219	13) 078	30	1,118	23) 107	158	6,189
4) 033	59	2,138	14) 079	91	13,184	24) 109	9	2,221
5) 042	50	5,111	15) 083	27	760	25) 110	55	5,660
6) 043	52	1,410	16) 087	12	7,218	26) 114	32	683
7) 046	89	7,780	17) 088	6	150	27) 115	121	4,224
8) 052	63	4,897	18) 089	107	4,174	28) 223	6	806
9) 054	13	308	19) 095	40	455	29) 301	9	723
10) 056	36	2,087	20) 096	179	21,448	30) 302	2	18

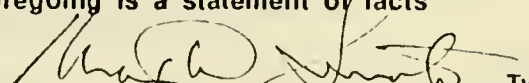
11. Project Examples, Last 5 Years

Profile Code	P, C, JV or IE	Project Name and Location	Owner Name and Address	Cost of Work (In thousands)	Completion Date (Actual or Estimate)
005 046 056 062	P	1 AIRFIELD IMPROVEMENTS, LOGAN INTERNATIONAL AIRPORT, BOSTON, MA. Design for utilities, pavement, signing, lighting control & construction phase services.	Massachusetts Port Authority Logan International Airport Boston, MA 02128	$5,100	1990
011 046 095 101	P	2 CENTRAL ARTERY-NORTH AREA, BOSTON, MA. Design of viaduct structures for trumpet interchange & construction phase services.	Massachusetts Department of Public Works 10 Park Plaza Boston, MA 02116	70,000	1990
021	P	3 WASTEWATER TREATMENT PLANT, BROCKTON, MA. Construction phase services during expansion to 36 MGD capacity.	Brockton Department of Public Works City Hall Brockton, MA 02401	1,800 (fee)	1986
033 079 301	P	4 SUBMARINE OVERHAUL FACILITY, PORTSMOUTH, NH. Concept study & environmental assessment for state-of-the-art facility.	Officer in Charge of Construction Portsmouth Naval Shipyard Portsmouth, NH 03804-5000	300	1987
042 079 083 101	P	5 BERTHING PIER, NAVAL STATION, PASCAGOULA, MS. Engineering design including electrical & mechanical utilities, support facilities, for homeporting pier.	Southern Division, Naval Facilities Engineering Command 2155 Eagle Drive, P.O. Box 10068 Charleston, SC 29411	27,000	1990
043 009 036	P	6 CLEAN ROOM, HANSCOM AFB, BEDFORD, MA. Design special HVAC for climate-controlled clean room in Building 1141.	Electronic Systems Division U.S. Air Force Hanscom AFB, MA 01731	364	1990
046 011 062 107	P	7 ROUTE 1, SAUGUS, MA. Reconstruct 1.5 mi., including widening, safety improvements, 3 interchange bridges.	Massachusetts Department of Public Works 10 Park Plaza Boston, MA 02116	18,500	1988

052 006 043 062	P	8 SOUTH CARGO TERMINAL, LOGAN INTERNATIONAL AIRPORT, BOSTON, MA. Design of five new cargo handling facilities ranging from 55,000 to 85,000 s.f.	Massachusetts Port Authority Logan International Airport Boston, MA 02128	$40,000	1992
054 096	P	9 INDUSTRIAL WASTEWATER PRETREATMENT, BILLERICA, MA. Develop sampling & analysis program for pretreatment requirements & permit assistance.	Department of Public Works 250 Boston Road North Billerica, MA 01862	Report 75 (fee)	1990
056 104	P	10 STORMWATER DRAINAGE, BELLOWS FALLS, VT. Master planning & engineering design for new system.	Bellows Falls Village Corporation P.O. Box 370 Bellows Falls, VT 05101	2,700	1987
061 083	P	11 EXPLOSIVE HANDLING WHARF NO. 2, NAVAL SUBMARINE BASE, KINGS BAY, GA. Interior lighting & power system design.	OICC Naval Facilities Engineering Command Contracts, TRIDENT 293 Point Peter Road Saint Marys, GA 31558	6,166 (Elec)	1992
062 083 089	P	12 C5A RAMP LIGHTING, WESTOVER AFB, CHICOPEE, MA. Design new ramp lighting and control system.	Department of the Air Force Westover AFB, MA 01022	300	1990
078 110 111	P	13 REALIGNMENT OF COMMANDS, FORT DEVENS, MA. Evaluate capacity & requirements for realignment of commands from AZ to MA.	New England Division U.S. Army Corps of Engineers 424 Trapelo Road Waltham, MA 02254	213 (fee)	1989
079 033 082	P	14 NEW POSTAL FACILITIES, U.S. POSTAL SERVICE, NEW ENGLAND, NEW YORK & NEW JERSEY. Site planning & feasibility & environmental documentation.	U.S. Postal Service Facilities Service Center Windsor, CT 06006-0340	350 (fee)	1988
083 006	P	15 REPLACE POWER DISTRIBUTION SYSTEM, WESTOVER AFB, CHICOPEE, MA. New power distribution to and within five hangars.	Department of the Air Force Westover AFB, MA 01022	800	1991
087 101 104 109	JV	16 SOUTHWEST CORRIDOR, BOSTON, MA. Section I design for railroad & rapid transit relocation, subway stations, bridges.	Massachusetts Bay Transportation Authority 10 Park Plaza Boston, MA 02116	150,000	1986
088 042 043 083	C	17 SUBMARINE FORCE LIBRARY & MUSEUM, GROTON, CT. Engineering services for building & USS NAUTILUS mooring pier.	Cambridge Seven Associates, Inc. 1050 Massachusetts Avenue Cambridge, MA 02138	5,120	1987
089 043 061 083	P	18 REHABILITATION OF MILITARY SUPPORT FACILITIES, NEW ENGLAND. Multidisciplinary engineering services on Indefinite Delivery/Indefinite Quantity basis.	New England Division U.S. Army Corps of Engineers 424 Trapelo Road Waltham, MA 02254	800 (fee)	1988
095 052 101	JV	19 SEVEN APARTMENT BUILDINGS, LOS ANGELES, CA. Evaluate & design reinforcement for seismic loadings.	Vadehra Enterprises, Inc. 6464 Sunset Boulevard Los Angeles, CA 90028	40 (fee)	1985

096 061 083	P	20 WASTEWATER TREATMENT PLANT, BROCKTON, MA. Renovate & expand to 36 MGD capacity.	Brockton Department of Public Works Sewer Department, City Hall Brockton, MA 02401	$40,000	1986
101 042	P	21 EXPLOSIVE HANDLING WHARF NO. 1, NAVAL SUBMARINE BASE, KINGS BAY, GA. Design & services during construction for covered wharf to load missiles.	OICC, Naval Facilities Engineering Command Contracts, TRIDENT 293 Point Peter Road Saint Marys, GA 31558	35,000	1988
104 056 096	P	22 COMBINED OVERFLOWS, WORCESTER, MA. Design to separate sanitary & stormwater flows & treat overflows.	Worcester Department of Public Works 20 East Worcester Street Worcester, MA 01604	36,000	1990
107 011 046 078	P	23 EXIT 2, F.E. EVERETT TURNPIKE, NASHUA, NH. Study, EIS & engineering design with special study of access to major new traffic generators nearby.	New Hampshire Department of Transportation State Office Building Concord, NH 03301	1,100 (fee)	1987
109 114 115	C	24 SUDBURY AQUEDUCT REHABILITATION, MARLBORO to BOSTON, MA. Hydraulic analyses, maintenance of supplies & pipelines.	Massachusetts Water Resources Authority 100 First Avenue Charlestown, MA 02129	4,000 (fee)	1997
110 046 104 107	P	25 URBAN REVITALIZATION, MALDEN, MA. New & reconstructed streets, utilities, lighting, traffic control, parking facilities.	Malden Redevelopment Authority 200 Pleasant Street Malden, MA 02148	35,000	1986
114 115	P	26 WATER SYSTEM IMPROVEMENTS, DARTMOUTH, MA. Groundwater explorations & installation of wells; iron and manganese removal. Design, services during construction.	Dartmouth Board of Public Works 759 Russells Mill Road South Dartmouth, MA 02748	600	1989
115 052 083	P	27 SIX PUMPING STATIONS, WALTHAM, STONEHAM, NEWTON, BROOKLINE, MA. Rehabilitation of water pumping stations with capacities to 60 MGD.	Massachusetts Water Resources Authority 100 First Avenue Charlestown, MA 02129	22,000	1994
223 042 046 101	P	28 BERTH NO. 3, WOODS HOLE, MA. Engineering services for reconstruction at Ferry Terminal.	Woods Hole, Martha's Vineyard & Nantucket Steamship Authority Woods Hole, MA 02543	2,300	1990
301 089 101	P	29 PUMPHOUSE FOR DRYDOCK NO. 1, CHARLESTON NAVAL SHIPYARD, CHARLESTON, SC. Engineering design.	Naval Facilities Engineering Command Charleston Naval Shipyard Charleston, SC 29411	5,000	1989
302	P	30 BALLAST ALARMS NO. 5 CAISSON, CHARLESTON NAVAL SHIPYARD, CHARLESTON, SC. Engineering design.	Naval Facilities Engineering Command Charleston Naval Shipyard Charleston, SC 29411	10 (fee)	1987

12. The foregoing is a statement of facts

Signature:  **Typed Name and Title:** Max D. Sorota, President

Date: March 25, 1990

STANDARD FORM 254 (REV. 10-83)

OMB Approval No. 29-R0234

STANDARD FORM (SF) **254**
Architect-Engineer and Related Services Questionnaire

1. Firm Name / Business Address:
Moriece & Gary, Inc.
175 Portland Street
Boston, Massachusetts 02114

1a. Submittal is for ☐ Parent Company ☒ Branch Office

2. Year Present Firm Established: 1956

3. Date Prepared: 2/1/90

4. Type of Ownership: .

4a. Minority Owned ☐ yes ☒ no

5. Name of Parent Company, if any:
Same as No. 1 above.

5a. Former Firm Name(s), if any, and Year(s) Established:
Chambers and Moriece -- 1948

6. Names of not more than Two Principals to Contact: Title / Telephone

1) Benjamin W. Gary, Jr., President (617) 227-2314
2) Gary W. Puryear, Vice President (617) 868-2314

7. Present Offices: City / State / Telephone / No. Personnel Each Office

7a. Total Personnel 12

Moriece & Gary, Inc.
25 Mount Auburn Street
Cambridge, Massachusetts 02138
(617) 868-2314
10 Personnel

Moriece & Gary, Inc.
175 Portland Street
Boston, Massachusetts 02114
(617) 227-2314
2 Personnel

8. Personnel by Discipline:

2 Administrative	___ Electrical Engineers	___ Oceanographers	___
___ Architects	___ Estimators	___ Planners: Urban/Regional	___
___ Chemical Engineers	___ Geologists	___ Sanitary Engineers	___
___ Civil Engineers	___ Hydrologists	___ Soils Engineers	___
___ Construction Inspectors	___ Interior Designers	___ Specification Writers	___
2 Draftsmen	8 Landscape Architects	___ Structural Engineers	___
___ Ecologists	___ Mechanical Engineers	___ Surveyors	___
___ Economists	___ Mining Engineers	___ Transportation Engineers	___

9. Summary of Professional Services Fees Received: (Insert index number)

Last 5 Years (most recent year first)

	19 89	19 88	19 87	19 86	19 85
Direct Federal contract work, including overseas	0	0	0	0	0
All other domestic work	4	4	1	1	1
All other foreign work*	0	0	0	0	0

*Firms interested in foreign work, but without such experience, check here: ☒.

Ranges of Professional Services Fees
0000
1. Less than $100,000
2. $100,000 to $250,000
3. $250,000 to $500,000
4. $500,000 to $1 million
5. $1 million to $2 million
6. $2 million to $5 million
7. $5 million to $10 million
8. $10 million or greater

10. Profile of Firm's Project Experience, Last 5 Years (Building Project Code Signify Site Development for Buildings)

Profile Code	Number of Projects	Total Gross Fees (In Thousands)	Profile Code	Number of Projects	Total Gross Fees (In Thousands)	Profile Code	Number of Projects	Total Gross Fees (In Thousands)
1) 010	5	30	11) 045	2	20	21) 062	6	45
2) 014	4	56	12) 046	6	63	22) 072	2	22
3) 017	4	26	13) 048	3	40	23) 078	6	45
4) 023	50	80	14) 049	6	40	24) 079	5	40
5) 028	1	15	15) 050	20	210	25) 082	4	24
6) 029	18	265	16) 052	2	20	26) 087	4	480
7) 033	10	35	17) 056	8	33	27) 088	30	800
8) 035	2	15	18) 059	65	250	28) 096	2	30
9) 039	5	25	19) 060	2	15	29) 104	8	60
10) 041	2	5	20) 061	2	4	30) 110	6	25

11. Project Examples, Last 5 Years A - Architect O - Owner (Cost of Work = Moriece & Gary's)

Profile Code	"P", "C", "JV", or "IE"	Project Name and Location	Owner Name and Address		Cost of Work (in thousands)	Completion Date (Actual or Estimated)
088	P	1 Rindge Baseball Field Cambridge, Massachusetts	City of Cambridge Cambridge, Massachusetts	O	474	1988
050	P	2 Mayflower on the Bay Condominiums Plymouth, Massachusetts	Mayflower on the Bay Plymouth, Massachusetts	O	1,500	1990
088	P	3 Riverfront Park Lawrence, Massachusetts	Department of Environmental Management Boston, Massachusetts	O	14,000	1990
014	C	4 Corpus Christi Parish Center Sandwich, Massachusetts	Owen Hackett Associates New Bedford, Massachusetts	A	800	1990
088	P	5 Belle Isle Marsh Reservation and Park Boston, Massachusetts	Metropolitan District Commission Boston, Massachusetts	O	225	1986
059	P	6 Henry Cabot Lodge Park Nahant, Massachusetts	Town of Nahant Nahant, Massachusetts	O	20	1991
059	C	7 Franklin Park Zoo Boston, Massachusetts	Metropolitan District Commission Boston, Massachusetts	O	3,300	1990

029	C	8	Garfield Community School Revere, Massachusetts	Mount Vernon Group Winchester, Massachusetts	A	1,000	1990
087	P	9	Wyoming Depot Center Melrose, Massachusetts	Community Development Department Melrose, Massachusetts	O	400	1985
059	P	10	Copley Place Mass. Transit Corridor Pedestrian Deck Boston, Massachusetts	Urban Investment and Development Company Boston, Massachusetts	O	977	1989
012	P	11	Sleepy Hollow Cemetery Concord, Massachusetts	Town of Concord Concord, Massachusetts	O	Study	1987
201	C	12	Museum of Fine Arts School Boston, Massachusetts	Graham Gund Associates Cambridge, Massachusetts	A	200	1987
107	P	13	Downtown Safety Improvements Everett Square Everett, Massachusetts	Community Development Department Everett, Massachusetts	O	1,800	1986
087	C	14	North Cabot Rail Yards Boston, Massachusetts	Seelye, Stevenson, Value & Knecht Boston, Massachusetts	A	200	1987
088	P	15	Lower Mills Heritage State Park Boston, Massachusetts	Department of Environmental Management Boston, Massachusetts	O	10,000	1990
088	P	16	David Prouty High School Athletic Field Complex Spencer, Massachusetts	Spencer/East Brookfield Regional School District Spencer, Massachusetts	O	500	1988
088	P	17	Athletic Fields Complex Westfield State College Westfield, Massachusetts	Westfield State College Westfield, Massachusetts	O	435	1988
050	C	18	Bay Square Development Cambridge, Massachusetts	Unihab, Inc. Cambridge, Massachusetts	A	400	1989
088	P	19	West School Athletic Field Complex Stoughton, Massachusetts	Town of Stoughton Stoughton, Massachusetts	O	574	1987

088	P	[20] Southwell Field Chelmsford, Massachusetts	Town of Chelmsford Chelmsford, Massachusetts	O	370	1987
088	C	[21] Lawrence Canal Park and Towpaths Lawrence, Massachusetts	Department of Environmental Management Boston, Massachusetts	O	600	1989
088	P	[22] Athletic Field Renovations Melrose, Massachusetts	City of Melrose Melrose, Massachusetts	O	185	1987
059	P	[23] Natick Common & Downtown Streets Improvements Natick, Massachusetts	City of Natick Natick, Massachusetts	O	296	1988
088	C	[24] Cambridge Dump Reclaimation and Park Development Cambridge, Massachusetts	City of Cambridge Cambridge, Massachusetts	A	7,500	1990
088	P	[25] Downer & Doherty Playground Improvements Boston, Massachusetts	City of Boston Parks and Recreation Department Boston, Massachusetts	O	375	1988
087	C	[26] Southwest Corridor Project M.B.T.A. Boston, Massachusetts	Kaiser Engineers/Fay, Spofford and Thorndike, Inc. Boston, Massachusetts	A	3,800	1989
088	C	[27] Cape Cod National Seashore Eastham, Massachusetts	National Park Service Denver, Colorado	A	1,200	1987
059	C	[28] Thomas Graves Landing Cambridge, Massachusetts	Unihab, Inc. Cambridge, Massachusetts	A	800	1987
050	C	[29] Quail Run Housing Development Woburn, Massachusetts	Unihab, Inc. Cambridge, Massachusetts	A	15,000	1990
088	P	[30] Landscape Maintenance Program Cambridge, Massachusetts	Recreation Department City of Cambridge Cambridge, Massachusetts	O	Study	1987

12. The foregoing is a statement of facts

Signature: _____ Typed Name and Title: Gary W. Puryear, Vice President

Date: March 1, 1990

STANDARD FORM (SF)

254

Architect-Engineer and Related Services Questionnaire

1. Firm Name / Business Address:

ACASS #001125

SCHOENFELD ASSOCIATES, INC.
12 Farnsworth Street
Boston, Massachusetts 02210

2. Year Present Firm Established: 1960

3. Date Prepared: July 1, 1989

4. Specify type of ownership *and* check below, if applicable
Corporation
Duns #05-179-9542

- [■] A. Small Business
- [ ] B. Small Disadvantaged Business
- [■] C. Woman-owned Business

1a. Submittal is for ■ Parent Company ☐ Branch or Subsidiary Office

5. Name of Parent Company, if any:

None

5a. Former Parent Company Name(s), if any, and Year(s) Established:

HIGHWAY ENGINEERS, INC., established as a Massachusetts Corporation in 1956, is now a wholly-owned subsidiary of Schoenfeld Associates, Inc

6. Names of not more than Two Principals to Contact: Title / Telephone

1)	Mary J. Schoenfeld	Owner/Chief Operating Officer	617-423-5541
2)	Richard J. Schoenfeld III	President/Chief Executive Officer	617-423-5541

7. Present Offices: City / State / Telephone / No. Personnel Each Office

7a. Total Personnel 30

12 Farnsworth Street
Boston, Massachusetts 02210
Telephone: 617-423-5541
Fax: 617-423-4934

8. Personnel by Discipline: *(List each person only once, by primary function.)*

3	Administrative		Electrical Engineers		Oceanographers
	Architects		Estimators		Planners: Urban/Regional
	Chemical Engineers		Geologists		Sanitary Engineers
6	Civil Engineers		Hydrologists		Soils Engineers
1	Construction Inspectors		Interior Designers	1	Specification Writers
3	Draftsmen	1	Landscape Architects	7	Structural Engineers
	Ecologists		Mechanical Engineers	7	Surveyors
	Economists		Mining Engineers	1	Transportation Engineers

30 TOTAL

9. Summary of Professional Services Fees Received: (Insert index number)

	Last 5 Years (most recent year first)				
	19 88	19 87	19 86	19 85	19 84
Direct Federal contract work, including overseas	2	2	2	1	1
All other domestic work	5	5	5	5	5
All other foreign work*					

*Firms interested in foreign work, but without such experience, check here: ☐.

Ranges of Professional Services Fees

INDEX
1. Less than $100,000
2. $100,000 to $250,000
3. $250,000 to $500,000
4. $500,000 to $1 million
5. $1 million to $2 million
6. $2 million to $5 million
7. $5 million to $10 million
8. $10 million or greater

10. Profile of Firm's Project Experience, Last 5 Years

Profile Code	Number of Projects	Total Gross Fees (in thousands)	Profile Code	Number of Projects	Total Gross Fees (in thousands)	Profile Code	Number of Projects	Total Gross Fees (in thousands)
1) 005	3	290	11) 056	10	250	21)		
2) 011	280	1,600	12) 059	15	560	22)		
3) 021	10	680	13) 066	10	450	23)		
4) 031	10	350	14) 082	5	500	24)		
5) 035	4	220	15) 087	9	420	25)		
6) 039	4	180	16) 088	8	210	26)		
7) 042	10	250	17) 096	8	460	27)		
8) 046	65	1,500	18) 101	110	1,100	28)		
9) 047	4	100	19) 107	18	220	29)		
10) 048	15	360	20) 110	12	320	30)		

11. Project Examples, Last 5 Years

Profile Code	"P", "C", "JV", or "IE"	Project Name and Location	Owner Name and Address	Cost of Work (in thousands)	Completion Date (Actual or Estimated)
011	P	1 Design of 6 New Bridges on Route 2, Fitchburg, Leominster, and Westminster, MA	Commonwealth of Massachusetts Department of Public Works Boston, MA	18,000	1986
011	P	2 Design of New Bridge Route 9 over I-393 Concord, NH	New Hampshire Department of Transportation Concord, NH	3,000	1988
011	P	3 Rehabilitation Congress Street Drawbridge Salem, MA	City of Salem Planning Department Salem, MA	2,000	1990
011	P	4 Improvements Route 27 Bridge Acton, MA	Commonwealth of Massachusetts Department of Public Works Boston, MA	1,500	1990
011	C	5 Bridge Reconstruction Route 151 over Mine Brook East Hampton, CT	Connecticut Department of Transpotation Wethersfield, CT	300	1988
021	C	6 Construction Supervision Wastewater Trtmt. Plant Expansion Clinton, MA	Commonwealth of Massachusetts Water Resources Authority Boston, MA	27,600	1991
042	C	7 Evaluation of Pier 3 and Design of Mooring Dolphins Quincy, MA	Commonwealth of Massachusetts Water Resources Authority Boston, MA	2,500	1990

046	P	8 Highway Reconstruction 6.4 miles of Route 115 Carroll/Jefferson, NH	New Hampshire Department of Transportation Concord, NH	10,000	1988
046	P	9 Roadway Improvements Lynn Shore Drive/Reservation Lynn/Swampscott, MA	Metropolitan District Commission Boston, MA	8,000	1990
046	P	10 Roadway Reconstruction Woodruff Avenue South Kingstown, RI	Rhode Island Department of Transportation Providence, RI	2,000	1989
046	P	11 Improvements to Runway 5-23 Quonset State Airport North Kingstown, RI	Rhode Island Department of Transportation Providence, RI	1,200	1989
046	P	12 Site Improvements 1000-Car Parking Lot Dedham Plaza, MA	The Fineberg Companies 150 Causeway Street Boston, MA	500	1989
047	P	13 Renovations to Paris Street Gymnasium (1909) East Boston, MA	City of Boston Public Facilities Dept. Boston, MA	960	1988
056	P	14 Drainage, Roadway, Site Design 75-Acre Auto Auction Site Northborough, MA	Richard Allen Industries Lynnfield, MA	4,000	1987
059	P	15 Design of Waterfront Park Mystic Promenade Medford, MA	City of Medford Office of Community Development Medford, MA	200	1987
087	P	16 Renovations to Operators' Lobby Reservoir Yards Brookline, MA	Mass. Bay Transportation Authority 10 Park Plaza Boston, MA	1,000	1983
088	P	17 Upgrade Playing Field Naval Air Station South Weymouth, MA	US Navy, Northern Division Naval Facilities Eng. Command Philadelphia, PA	500	1988
088	P	18 Improvements Peters Park/Rotch Playground South End, Boston, MA	City of Boston Parks and Recreation Department Boston, MA	250	1988
096	P	19 Separation of Sanitary and Storm Sewers Downtown Worcester, MA	City of Worcester Department of Public Works Worcester, MA	5,000	1985

096	P	20 Water and Sewer Improvements Waterfront Redevelopment Boston, MA	City of Boston Redevelopment Authority Boston, MA	10,000	1986
101	P	21 Structural Design Evergreen Condominiums Weymouth, MA	Fox Properties Weymouth, MA	2,000	1988
101	P	22 Structural Design Retail/Hotel Complex Antigua, BWI	Landcor Boston, MA	2,000	1989
101	P	23 Structural Design/Build Commerce Center, Building B Hingham, MA	Flatley Company Braintree, MA	1,800	1988
101	C	24 Structural Design Salt/Sand Storage Facilities Logan Airport, MA	Mass. Port Authority 10 Park Plaza Boston, MA	400	1989
101	P	25 Structural Rehabilitation Bertram Field Stadium Salem, MA	City of Salem Planning Department Salem, MA	1,000	1989
102	P	26 Survey/Conceptual Subdivision Design Oak Hill Development Study Attleborough, MA	City of Attleborough Planning Department Attleborough, MA	Survey	1989
102	C	27 Survey Track Reconstruction (13 miles) Everett to Salem, MA	Mass. Bay Transportation Authority 10 Park Plaza Boston, MA	Survey	1989
102	P	28 Floodproofing Survey/Analysis Kennebec and Androscoggin Rivers Central ME	US Army Corps of Engineers New England Division Waltham, MA	Survey	1989
107	P	29 Urban Systems Safety Project University Avenue/Canton Street Norwood/Westwood, MA	Towns of Norwood and Westwood, MA	900	1989
107	P	30 Intersection Improvements Bridge/Washington Streets Salem, MA	City of Salem Planning Department Salem, MA	130	1988

12. The foregoing is a statement of facts

Signature: Richard J. Schoenfeld III Typed Name and Title: Richard J. Schoenfeld III
President

Date: July 1, 1989

STANDARD FORM 254 (REV. 10-83)

☆ U.S. GOVERNMENT PRINTING OFFICE: 1985-461-275/20145

OMB Approval No. 3090-0029

STANDARD FORM (SF) 255
Architect-Engineer Related Services for Specific Project

1 Project Name / Location for which Firm is Filing

SOUTHWEST CORRIDOR AREA: PARCEL 18
PUBLIC PLAZA AT RUGGLES CENTER

2a *Commerce Business Daily* Announcement Date, if any:

2b. Agency Identification Number, if any:

3. Firm (or Joint-Venture) Name & Address

FAY, SPOFFORD & THORNDIKE, INC.
191 SPRING STREET
P.O. BOX 9117
LEXINGTON, MA 02173-9117

3a. Name, Title & Telephone Number of Principal to Contact

ROBERT J. CATON, P.E.
SENIOR VICE PRESIDENT & DIRECTOR
(617) 863-8300

3b. Address of office to perform work, if different from Item 3

4. Personnel by Discipline: (List each person only once, by primary function.)

43 Administrative	10 Electrical Engineers	___ Oceanographers	5 Marine Engineers
2 Architects	3 Estimators	11 Planners: Urban/Regional	2 Data Processing Expert
___ Chemical Engineers	___ Geologists	36 Sanitary Engineers	1 Graphic Specialist
35 Civil Engineers	2 Hydrologists	2 Soils Engineers	1 Technical Editor
8 Construction Inspectors	___ Interior Designers	2 Specification Writers	11 CADD Specialists
28 Draftsmen	___ Landscape Architects	30 Structural Engineers	___
1 Ecologists	6 Mechanical Engineers	2 Surveyors	___
___ Economists	___ Mining Engineers	17 Transportation Engineers	258 Total Personnel

5. If submittal is by JOINT-VENTURE list participating firms and outline specific areas of responsibility (including administrative, technical and financial) for each firm: (Attach SF 254 for each if not on file with Procuring Office.)

5a. Has this Joint-Venture previously worked together? ☐ yes ☐ no

6. If respondent is not a joint

6. If respondent is not a joint-venture, list outside key Consultants/Associates anticipated for this project (Attach SF 254 for Consultants/Associates listed, if not already on file with the Contracting Office).

Name & Address	Specialty	Worked with Prime before (Yes or No)
1) MORIECE & GARY, INC. 175 Portland Street Boston, MA 02114	Landscape architecture	Yes
2) PRIMARY GROUP, INC. 75 Kneeland Street Boston, MA 02111	Community liaison, coordination with developer and neighborhood interests	Yes
3) SCHOENFELD ASSOCIATES, INC. 12 Farnsworth Street Boston, MA 02210	Civil engineering and resident inspection support	Yes
4)		
5)		
6)		
7)		
8)		

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: ROBERT J. CATON
SENIOR VICE-PRESIDENT AND DIRECTOR

b. Project Assignment: Principal-in-Charge

c. Name of Firm with which associated:
FAY, SPOFFORD & THORNDIKE, INC.

d. Years experience: With This Firm 33 With Other Firms ---

e. Education: Degree(s) / Year / Specialization

B.S., 1957, Civil Engineering, Northeastern University

f. Active Registration: Year First Registered/Discipline

1971, P.E., Civil Engineering

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Caton heads FST's Urban Design Division. Representative projects include the Washington Park Urban Renewal Project; Urban Systems improvements, Peabody; urban arterials, Worcester; design for Crosstown Industrial Park and Harbor Gateway Industrial Park, Boston. These have typically required extensive utility alteration, including relocation/reconstruction of sewerage systems, drainage systems, waterworks, street lighting, and the interface of public utility systems with private utility relocations in the area. He also led several contracts with the Boston Public Works Dept. for rehabilitation of roadways in the City. On most assignments, he handles services during the construction phase, as well. He has served as Principal on many urban park and streetscape projects such as a number of roadway projects and Government Plaza, Malden, MA; Point Pleasant Park, Cambridge; Beaver Brook Reservation, Belmont; Kennedy Park, Fall River; and numerous others.

a. Name & Title: GEORGE L. EARLE III
VICE PRESIDENT AND ASSOCIATE

b. Project Assignment: Project Manager

c. Name of Firm with which associated:
FAY, SPOFFORD & THORNDIKE, INC.

d. Years experience: With This Firm 21 With Other Firms 3

e. Education: Degree(s) / Years / Specialization
M.S., 1975, Engineering Management, Northeastern Univ.
B.S., 1963, Civil Engineering, University of Maine
1964, University of Maine, Special Studies

f. Active Registration: Year First Registered/Discipline

1972, P.E., Civil Engineering

g. Other Experience and Qualifications relevant to the proposed project:

Among his numerous relevant projects, Mr. Earle was Project Engineer for Phase I of Shipyard Park, Charlestown, for the BRA. He was also closely involved in the Washington Park Urban Renewal Project. Other plaza and open space assignments include several in Cambridge such as the Kendall Square Urban Renewal area; Cambridge Center Plaza, a public plaza atop an underground garage with paving, lighting, street furniture, decorative flags, public art, etc.; and Point Park in Kendall Square, presently nearing completion, with a fountain and public open space. Mr. Earle managed both the design efforts and the resident engineering and inspection services during construction. A continuing role in Worcester has involved such plaza work as, in Lincoln Square, engineering for roadway improvements, traffic signalization, drainage, utilities (both new and relocated), relocation of the War Memorial, and landscape architecture as well as other small parks.

7. *Brief resume of key persons, specialists, and individual consultants anticipated for this project*

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: STEPHEN J. O'NEILL ENGINEER	a. Name & Title: GEORGE PROTASOWICKI ENGINEER
b. Project Assignment: Project Engineer	b. Project Assignment: Drainage
c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.	c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.
d. Years experience: With This Firm 8 With Other Firms	d. Years experience: With This Firm 6 With Other Firms 15
e. Education: Degree(s) / Year / Specialization B.S., 1982, Civil Engineering, Merrimack College	e. Education: Degree(s) / Years / Specialization B.S., 1977, Civil Engineering, Northeastern University
f. Active Registration: Year First Registered/Discipline 1983, Engineer-in-Training	f. Active Registration: Year First Registered/Discipline
g. Other Experience and Qualifications relevant to the proposed project: Mr. O'Neill has extensive experience with projects which include design of roadway construction/reconstruction, utility systems improvements, site preparation, pedestrian bridges, and parking facility projects, most in densely urbanized settings. He has handled all phases of project development from initial planning to final plans, specifications, and estimates and services during construction. He has led a number of FST infrastructure improvement projects including both utilities and roadways in Malden. These have included plazas, pedestrian ways with streetscape amenities, etc. Currently, he is managing FST's engineering for adaptive reuse of a major industrial facility used for many years by General Electric in Everett. He has been responsible for condition surveys, environmental permitting, infrastructure condition and capacity evaluations, and access and traffic. Also involved are environmental issues associated with underground storage remediation and barrier-free access.	g. Other Experience and Qualifications relevant to the proposed project: Mr. Protasowicki's experience as Project Engineer has involved design of site plans; hydraulic design of underdrainage, stormwater detention and retention ponds, stormwater, wastewater, irrigation systems, potable and fire protection infrastructures; pumping stations and utilities relocation. At FST, he has been Project Engineer such assignments as a complex analysis for the Corps of Engineers of a major realignment of certain divisions from AZ to Fort Devens, MA. Other work has involved roadway repair and reconstruction in Boston for Public Works Dept. He designed street widening and reconstruction and provided construction administration for improvements at the former Bradford School site, Dorchester, for Boston Public Facilities Dept.; design and construction services for relocation of utilities during modernization of Essex MBTA station; and many street reconstructions for Washington Park Urban Renewal Area Projects, Roxbury, Boston Redevelopment Authority.

4. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: JAMES LOPES ENGINEER	a. Name & Title: SCEVA S. JOHNSON ENGINEER
b. Project Assignment: Civil Engineer	b. Project Assignment: Civil Engineer
c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.	c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.
d. Years experience: With This Firm 2 With Other Firms 20	d. Years experience: With This Firm 18 With Other Firms ---
e. Education: Degree(s) / Year / Specialization B.S., 1976, Civil Engineering, Northeastern University A.S., 1972, Environmental Engineering & Surveying, Northeastern University	e. Education: Degree(s) / Years / Specialization B.S., 1972, Civil Engineering Northeastern University
f. Active Registration: Year First Registered/Discipline	f. Active Registration: Year First Registered/Discipline
g. Other Experience and Qualifications relevant to the proposed project: Mr. Lopes has had diverse responsibilities for many and varied clients. He has prepared numerous contracts for street and roadway improvements; sewers and drains; street lighting; water mains; parks and playgrounds; State highway projects; and sewage treatment plants. The South End Urban Renewal Area for BRA was one of his major responsibilities for many years, including infrastructure replacement and construction of roadways, lighting, and park facilities. He has played a key role in Boston Public Works Dept. rehabilitation of roadways. He prepared contract documents for three separate contracts. Other experience includes extensive survey; land transfer plans; layout and plans for Public Improvement Commission; associated engineering reports; Massachusetts Land Court Plans; and supervision of various types of sewer, water, lighting, sewer rehabilitation, design and, in many instances, chief resident engineering services during construction, as well.	g. Other Experience and Qualifications relevant to the proposed project: Mr. Johnson has handled many stages of design. He led coordination of the engineering and landscape design of a $5 million landscape contract for the Central Artery North Area, necessitated by a Chapter 91 Order of Conditions because of construction in historic tidelands. The work involved extensive plantings, parkland lighting, and benches, and must be integrated with the future plans by Cambridge and the MDC. He was responsible for details concerning depths of fills, embankment construction, preparation of specifications and cost estimates, design for water supply lines, and electrical work. Other assignments include extensive involvement in design of the Southwest Corridor Project, with responsibilities including data collection for utilities and buildings; preparation of Public Improvement Commission (PIC) documents; survey coordination; community participation; street layouts; right-of-way and land acquisition plans; specifications and estimates; and shop drawings review.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: G. KIM KNOX SENIOR ENGINEER	a. Name & Title: JEFFREY P. SHELDON PRINCIPAL ENGINEER
b. Project Assignment: Structural Engineer	b. Project Assignment: Chief Electrical Engineer
c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.	c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.
d. Years experience: With This Firm 10 With Other Firms 2	d. Years experience: With This Firm 10 With Other Firms 5
e. Education: Degree(s) / Year / Specialization M.S., 1978, Structural Engineering, Tufts University B.S., 1977, Civil Engineering, Tufts University	e. Education: Degree(s) / Years / Specialization M.S., 1975, Electrical Engineering, Northeastern Univ. B.S., 1970, Electrical Engineering, Tufts University
f. Active Registration: Year First Registered/Discipline 1987, P.E., Structural Engineering	f. Active Registration: Year First Registered/Discipline 1986, P.E., Electrical Engineering
g. Other Experience and Qualifications relevant to the proposed project: Ms. Knox has considerable structural engineering experience on major projects in Boston. She was involved in design of the superstructure for the Central Artery - North Area Project, involving demolition of ramps connecting I-93, Route 1, and the Central Artery in the Charlestown area and replacing them with a multi-level trumpet-shaped loop ramp interchange. Her role on the Soutwest Corridor Project involved coordination with the adjacent Copley Place Project, utilization of the air rights over the Corridor for the Berkeley Street substation, and design of Back Bay station, as well as design assignments on the Berkeley, Dartmouth, Clarendon, and Columbus Avenue bridges over the MBTA, all in Boston. She has also managed bridge replacement projects for MDPW, ConnDOT, and a number of Massachusetts municipalities. Ms. Knox is a Visiting Lecturer in structural engineering design at Tufts University.	g. Other Experience and Qualifications relevant to the proposed project: Mr. Sheldon is experienced in design and installation of electrical distribution systems: interior and exterior; overhead and underground; interior lighting; area lighting and floodlighting; motor power and control circuits; fire and other alarm systems; audio systems; and instrumentation and process control systems. He was Elec. Eng. on major parkland projects at FST. As part of his role as Chief Elec. Eng. for the MBTA's Southwest Corridor Project, he coordinated closely with landscape architects in the development of lighting for the linear parkland. He served in a similar capacity for lighting and amenities at Lechmere Canal Park in Cambridge, MA. In this context, he was also responsible for review of fountain designers' work. Other assignments have included, as part of an Airfield Improvements Contract, design of a computerized airfield lighting control system at Logan International Airport in Boston for Massport.

Additional funds were appropriated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: WILLIAM J. MULCAHY ENGINEER	a. Name & Title: HARVEY H. STOLLER SENIOR ENGINEER
b. Project Assignment: Electrical Engineer	b. Project Assignment: Geotechnical Engineer
c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.	c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.
d. Years experience: With This Firm 14 With Other Firms 22	d. Years experience: With This Firm 18 With Other Firms 14
e. Education: Degree(s) / Year / Specialization B.B.A., 1963, Engineering & Management, Northeastern Univ. A.E.E., 1960, Northeastern University	e. Education: Degree(s) / Years / Specialization B.S., 1958, Civil Engineering, City College of New York
f. Active Registration: Year First Registered/Discipline	f. Active Registration: Year First Registered/Discipline 1962, P.E., Geotechnical Engineering
g. Other Experience and Qualifications relevant to the proposed project: Mr. Mulcahy has designed walkway and park lighting; landscape and facade lighting; tunnel relighting; pedestrian and roadway lighting; bike paths; and street lighting. He completed an MDPW project to inspect highway lighting in MA and rehabilitate high mast and lighting systems as required. He designed lighting for Melnea Cass Blvd., Boston and an Urban Systems Project in Peabody. He worked with local utilities on lighting projects in Malden and completed lighting design for a downtown shopping mall. He was involved in walkway and parkland lighting, Paul Revere Park, Charlestown, as part of the CANA Project. Other experience includes: relighting of Lincoln Sq. Tunnel, Worcester; site lighting and floodlighting of a museum and pier at Naval Submarine Base, Groton, CT. He designed site lighting/highlighting at Shipyard Park; pedestrian and roadway lighting for Kendall Square and Lechmere Canal Projects, Cambridge; and facade and street lighting at Ten Post Office Square, Boston.	g. Other Experience and Qualifications relevant to the proposed project: Mr. Stoller directs geotechnical engineering studies, preparation of soils reports, planning and field supervision of soil exploration and testing programs, and control of embankment construction over poor soils. He led FST's geotechnical coordination for two major sections of theSouthwest Corridor Project in Boston. He also provided geotechnical services for design of a $50 million underground rapid transit station and pocket track structure on the Los Angeles, CA Metro Rail Project. He has provided geotechnical expertise for many highway and bridge design projects including such projects as I-95 in MA from Georgetown to Newburyport; I-93 in NH from Manchester to Hooksett; and a major reconstruction of a 1-mile stretch of Route 1 North in Saugus, MA. He provided geotechnical expertise on several projects at Logan International Airport in Boston which involved runway pavement design, boring layouts, analysis of borings, and determination of types of foundations to be used.

associates, and individual consultants anticipated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title: EDWARD J. KING ENGINEER	a. Name & Title: GARY L. HEBERT PRINCIPAL PLANNER
b. Project Assignment: Chief Resident Inspector	b. Project Assignment: Traffic
c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.	c. Name of Firm with which associated: FAY, SPOFFORD & THORNDIKE, INC.
d. Years experience: With This Firm 7 With Other Firms 17	d. Years experience: With This Firm 9 With Other Firms ___
e. Education: Degree(s) / Year / Specialization B.S., 1967, Civil Engineering, University of Massachusetts	e. Education: Degree(s) / Years / Specialization B.S., 1970, Electrical Engineering, University of Buffalo A.A.S., 1968, Eng. Science, State Univ. of NY at Canton
f. Active Registration: Year First Registered/Discipline Engineer-in-Training	f. Active Registration: Year First Registered/Discipline
g. Other Experience and Qualifications relevant to the proposed project: Mr. King has extensive background engineering and construction inspection. His was principal inspector and field engineer on a variety of contracts including several at Logan International Airport. Assignments included construction of gravel embankments, portland cement and bituminous pavements, placement of aggregate bases and sub-bases, storm drain and sanitary sewer systems, high and low voltage underground electrical systems, underground fuel pipelines, hot water and steam lines, water mains and appurtenances, street lighting systems, and traffic control systems. He coordinated field testing, verified quantities for payment, reviewed and updated construction plans to indicate as-built details, and developed solutions to problems encountered in the field. He served as Chief Inspector for rehabilitation of public roadways for the Boston Public Works Dept. He has also served as Chief Inspector in Worcester, MA during a major EPA sewer construction project.	g. Other Experience and Qualifications relevant to the proposed project: Mr. Hebert has led many highway and roadway planning studies and developed traffic detours for construction projects. He managed two recent projects in Boston: Fort Point Channel Roadway Improvements for Boston Transportation Dept. and transportation engineering for the MDC. The South Boston project was particularly complex, involving development and integration of a $36 million local roadway infrastructure improvement program with many local and regional roadway/transit improvement projects. The MDC project was a demand-responsive contract with 12 diverse assignments ranging from optimization of traffic flow through congested urban parkway corridors to the assessment of traffic impacts associated with expansion of Franklin Park Zoo. For the BRA, he led a traffic study of a 12-intersection portion of Dorchester Ave., an urban arterial passing through a heavily-developed commercial corridor. The work was completed in conjunction with the Dorchester Avenue IPOD Area Urban Design Study.

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

GARY W. PURYEAR
Principal and Vice President

b. Project Assignment:

Client liaison, project management, supervision of staff, in-house coordination and construction inspection

c. Name of Firm with which associated:

Moriece & Gary, Inc.

d. Years experience: With This Firm 19 **With Other Firms** 2

e. Education: Degree(s) / Year / Specialization

B.S.L.A./1967/Landscape Architecture
M.L.A. /1971/Landscape Architecture

f. Active Registration: Year First Registered/Discipline

1973/Landscape Architecture

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Puryear has over 19 years of experience in the Boston area providing design and management services on a broad range of projects. Most of these projects require multidisciplinary services in planning, design and services during construction. His experience includes a full compliment of design projects such as streetscapes, parks and recreation areas, schools, civic institutions, public works, plazas, courtyards, housing, urban pedestrians malls and transportation projects. As consultant to the joint venture team for the Southwest Corridor Project, he assisted in the overall master planning for the Massachusetts Bay Transit Authority's $744 million multifaceted rapid transit/commuter rail/Amtrak relocation project.

Included in this effort was establishing general guidelines for the site improvements to include review of preliminary construction budgets. As Project Manager for Section One, Mr. Puryear was responsible for contract negotiations and administration, design scheduling, cost control, client liaison and coordination with the joint venture team. Other responsibilities included administration of the Educational Training Program established to assist disadvantaged high school students living in the project area. The SWCP also included the site improvement design work for Back Bay Station, Massachusetts Avenue Station and the Carter School reconstruction. Final design work included street realignment, development of passive and active recreation areas, pedestrian circulation, horticultural display gardens, service and emergency access, materials specification and other finished site improvements as well as preparation of planting and irrigation designs, cost estimation and preparation of maintenance specifications.

Mr. Puryear also served in the capacity of community liaison which encompassed numerous presentations and hearings with the various special interest groups and agencies. He has worked in the South End/Ruggles Station/Roxbury area for years and is very familiar with the areas needs and goals.

He has worked with artists in the incorporation of their works into urban settings in Cambridge, Boston and in D.E.M.'s proposed Riverfront Park along the Merrimack in Lawrence.

Other examples of current urban design projects include Roxbury Community College, North Cabot RLT Yard, Hynes Convention Center, SWCP coordination and design with the Tent City Development and Copley Place and streetscape improvements to St. Botolph Street.

He is intimately familiar with the B.R.A.'s contract document production standards, construction detailing, bidding process, construction procedures, requirements of the various departments and overall maintenance requirements and capabilities.

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

JANE A. KNIGHT
Landscape Designer

b. Project Assignment:

Staff Landscape Designer

c. Name of Firm with which associated:

Moriece & Gary, Inc.

d. Years experience: With This Firm 4 **With Other Firms** 4

e. Education: Degree(s) / Year / Specialization

B.S./1980/Agricultural & Environmental Science
M.PHIL/1982/Landscape Design
M.L.A. /1986/Landscape Architecture

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

Ms. Knight is a senior landscape designer with extensive experience working in the urban environment. She has a strong comprehension of the complexities of designing in this environment and has developed a working understanding of the Commonwealth's permitting process.

She is a senior designer on the new Merrimack Riverfront State Park in Lawrence. She is responsible for master planning, research, report writing, design development and coordination of graphics as well as collaboration with City, State and Federal Agencies and the design team of eleven sub-consultants. Her long range planning and thoroughness of research has helped move this complex $14 million park through a complicated approval process. When completed, the Riverfront Park will include public beaches, boat launching facilities, active and passive recreation, trails, scenic overlooks and a boating lagoon. Ms. Knight was also involved in the selection of four artists to work on the "Art in the Park" program. She collaborated with each artist on the design of site specific art pieces.

She has been a principal designer for streetscape improvements to Tremont Street and Dorchester Avenue and has carried those projects through contract document production and site inspection. Ms. Knight has also served on the design team for other urban projects such as the Natick Common, Winthrop Square Revitalization as well as numerous parks and recreational facilities. In the City of Boston, projects include Downer Avenue Playground where she also served as Clerk-of-the-Works as well as the recently constructed Beauford and Flaherty Playgrounds. She has performed community liaison functions with her work and is currently very active in that capacity for the Department of Environmental Management.

Ms. Knight has assisted on the planting design for Section One of the MBTA's Southwest Corridor Project and the Franklin Park Zoo. She has been invaluable in design modification to fit as built/latent conditions and has been a part of the overall supervision team.

Prior to joining Moriece & Gary, Ms. Knight was the Landscape Assistant to the Bristol City Parks Department, Bristol, England where she designed and supervised the implementation of a variety of urban, waterfront and park improvement projects. She worked with developers and architects on the feasibility and technicalities of site plans submitted for planning approval designed interior renovations and plantings for a Victorian Conservatory, prepared management plans for 18th century estates being converted to public parks and has worked with programs designed to provide a significant work experience and basic training in landscape construction techniques for unemployed teenagers. Her design of an Elizabethan Garden received a National Conservation Foundation Award in 1984.

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

RONALD R. DARZEN
Landscape Designer

b. Project Assignment:

Staff Landscape Designer

c. Name of Firm with which associated:

Moriece & Gary, Inc.

d. Years experience: With This Firm 4 **With Other Firms** 1

e. Education: Degree(s) / Year / Specialization

B.S./1977/Park Administration
M.L.A. /1986/Landscape Architecture

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

Ronald R. Darzen - Senior Landscape Designer, has broad experience in both the urban and non-urban environments. He has managed projects from the initial design phase through the construction supervision phase on traditional landscape projects as well as special environmental projects. He has had public and private sector experience including work at the town, county and state levels of projects to conserve and manage land, water, plant and other resources.

His urban design projects include being chief designer of Downer and Doherty Playgrounds in Boston and seven other Boston Tot Lots with special emphasis on handicapped access. His work on the Southwest Corridor Project and Back Bay Station included plant selection and construction supervision.

Mr. Darzen's streetscape projects have been most challenging including a three mile section of planting along Dorchester Avenue and parts of Tremont Street and St. Botolph Street. Included in these streetscapes were planting, paving, street furnishings, lighting and other site improvements.

Other substantial urban projects on which Mr. Darzen has provided design and environmental expertise are the new 50 acre Danehy Park for the City of Cambridge where, among the numerous athletic facilities, a new wetland will be created. Also for the City of Cambridge he worked on the design and construction supervision of Rindge Field and several basketball facilities.

He has been job captain on a number of recreation projects and athletic complexes such as the High School Athletic Complex in Stoughton, Highland Park in Chelsea and Coolidge Park in Shrewsbury.

His environmental skills have been applied in the preparation of Environmental Notification Forms and Notices of Intent for the Garfield School in Revere, Babson College in Wellesley, Pentucket Regional School in West Newbury and others. Previously Mr. Darzen served as Project Manager for the Maryland Environmental Service within the Department of Natural Resources with state-wide responsibilities for land restoration and he has also served in a volunteer capacity as a member of the City of Annapolis Environmental Commission.

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

SHINEI TSUKAMOTO
Landscape Designer

b. Project Assignment:

Staff Landscape Designer

c. Name of Firm with which associated:

Moriece & Gary, Inc.

d. Years experience: With This Firm 2 With Other Firms 0

e. Education: Degree(s) / Year / Specialization

1982/Outdoor Services
B.S./1988/Landscape Architecture

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Tsukamoto is a Landscape Designer with experience working in the urban design and public space development in New England and especially in metropolitan Boston. He is continuously involved with project design from the conceptual phase through construction documents and he has particularly strong graphic skills including presentation drawings as well as computer graphics to provide high quality design documents.

His design skills have been applied to a variety of urban spaces such as the Franklin Park Zoo, St. Botolph Street Improvements and the multi-purpose Quigley Park in Chelsea, Massachusetts.

At the new 50 acre Danehy Park in the City of Cambridge, Mr. Tsukamoto has designed several tot lots, the walkway system and athletic fields. He has a clear understanding of the design process and the complexities of urban design having recently served as designer on Columbus Park and several other tot lots in the City of Boston.

He has been a designer for parking improvements for several projects such as Gloucester Downtown Parking Improvements, Babson College in Wellesley and Merrimack Riverfront Park in the City of Lawrence.

As part of the designer team on the Lake Gardner Recreation Area in Amesbury, he will be responsible for master planning and production of the construction documents. Mr. Tsukamoto also specializes in the selection of plant materials for urban settings.

Prior to joining Moriece & Gary, Mr. Tsukamoto worked with the Municipal Railway Society for Construction in Colorado. This helped expand his construction management knowledge while attending related courses at Colorado State University. He worked as a research assistant for a Forest Ecology project in Colorado to collect data on the Lodgepole Pine Forest Ecosystem in the Rocky Mountains. Through this experience, he developed an understanding of Forest Ecology. Mr. Tsukamoto researched Urban Forestry as a thesis project for his B.S.L.A. degree and continually applies and adapts these principals to the Urban New England Environment. He received the Student Honor Award from the American Society of Landscape Architects in 1988 and is listed in Who's Who in American Junior and Community Colleges in 1983.

a. Name & Title:

a. Name & Title:

7. Brief Resume of Key Persons, Specialists, and Individual Consultants Anticipated for this Project

a. Name & Title:

Kirk A. Sykes, AIA, President

b. Project Assignment:

Project Manager

c. Name of Firm with which associated:

Primary Group, Inc.

d. Years experience: With this Firm 5 With Other Firms 5

e. Education: Degree(s) / Year / Specialization

Cornell University, B Arch., 1980, Architecture

f. Active Registration: Year First Registered/Discipline

Massachusetts, 1986, Architecture
NCARB Certified, 1988

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Sykes coordinated the urban design and community relations component of the construction of the new United States Postal Service Delivery Distribution Center, New Dudley Street, Roxbury, MA.

Project Manager/Principal-In-Charge - Boston Redevelopment Authority, Vision Study-lead community groups in a analysis of current zoning issues. Primary Group then translated community sentiment into urban design concepts and interfaced between the Boston Redevelopment Authority and the Roxbury community.

Mr. Sykes was the Project Manager/Principal-In-Charge for the MBTA Orange Line Retail Space Community Coordination Effort.

a. Name & Title:

Rudolfo Rodrigues

b. Project Assignment:

Assistant Project Manager

c. Name of Firm with which associated:

Primary Group, Inc.

d. Years experience: With this Firm 2 With Other Firms 10

e. Education: Degree(s) / Years / Specialization

Boston Architectural Center, B Arch., 197[illegible], Architecture
Escuela de Arquitectura Universidad de Puerto Rico, 1977 (Degree).

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Rodrigues managed the masterplanning effort for the Eggleston Square area of Roxbury. Mr. Rodrigues represented a community coalition in urban design discussions with the City of Boston Public Facilities Department and the MBTA. Mr. Rodrigues held workshops in both Spanish and English which addressed the impact of agency action in the Eggleston Square neighborhood.

Mr. Rodrigues has participated in major architectural projects with transit related sites such as Boston South Station Project and the MBTA Blue Line Modernization.

Standard Form 254 [illegible]
Prescribed by GSA [illegible]

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title:

Abbas Darvish, P.E.
Civil/Hydraulics Engineer

b. Project Assignment:

Civil/Hydraulics Engineer

c. Name of Firm with which associated:

Schoenfeld Associates, Inc.

d. Years experience: With This Firm 1 With Other Firms 10

e. Education. Degree(s) / Year / Specialization

MS	1979	Hydraulics/Water Supply Engineering
BS	1977	Civil Engineering

f. Active Registration: Year First Registered/Discipline

1983/Engineering
MA#32231, RI#4519

g. Other Experience and Qualifications relevant to the proposed project:

In his over 10 years of experience, Mr. Darvish has undertaken a wide range of engineering and project management functions, including the inspection of bridge and roadway construction, design and analysis of component supports, taking of samples for laboratory testing, and responsibility for general job progress.

His hydraulic experience encompasses all aspects of drainage design, including hydrologic study of watersheds, hydraulic design of pipes, culverts, open channels and other hydraulic structures with erosion control, and design of storm drains and retention basins; other experience includes reservoir routing and hydraulics of bridge waterways.

REPRESENTATIVE PROJECTS:

Bridge Hydraulic Study, Route 116, Cheshire, MA
Two bridges over "dry brook"; effect of additional center piers in water level and backwater calculations.

Route 115, Carroll to Jefferson, NH
Hydraulic design of proposed culverts.

Route 9, Framingham, MA
Culvert design.

Blue Hills Ski Area, Milton, MA
Drainage improvements from Blue Hills Ski Area to the Canton/Milton town line.

Dedham Plaza Parking Lot, Dedham, MA
Re-design of drainage system in 1,000-car shopping mall parking lot.

Quonset State Airport, RI
Drainage improvements as part of general reconstruction of Runway 5-23, 4,000 feet long by 75 feet wide.

Bridge Ratings, Hatfield and Northampton, MA
For the Massachusetts Department of Public Works

Bridge Inspection
For the Connecticut Department of Transportation

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title:
Cathleen Ross Paine
Structural/Civil Engineer

b. Project Assignment:

Structural/Civil Engineer

c. Name of Firm with which associated:

Schoenfeld Associates, Inc.

d. Years experience: With This Firm 1 With Other Firms 3

e. Education. Degree(s) / Year / Specialization

BS 1985 Civil Engineering

f. Active Registration: Year First Registered/Discipline

g. Other Experience and Qualifications relevant to the proposed project:

Ms. Paine is experienced in both structural and civil engineering. She performs cost and quantity estimates for bridge, roadway, and highway projects, as well as for utilities and site property developments and subdivisions for land parcels. She has road alignment experience consisting of profiles, cross-sections, and vertical and horizontal alignments. Her experience with drainage factors includes culvert sizing. She also has recent experience with traffic studies, right-of-way issues, roadway geometry and specifications, and computer energy analysis using the "Blast" program.

Ms. Paine has also participated in replacement and reconstruction projects for various types of bridges, involving design and analysis of culverts, abutments, wingwalls, footings, retaining walls, stringers, beams, decks, piers, and sidewalks.

REPRESENTATIVE PROJECTS:

Pedestrian Underpass, Commuter Rail Station (MBTA)
Lynn, MA

Parcel No. 3 Parking Garage
Pittsfield, MA

North Terminal Extension, New Bedford, MA
Design of cofferdams for the extension of an existing pier.

Bridge Ratings,Locations throughout Massachusetts
Analyzed trusses and arches, steel stringers, timber stringers, concrete T-beams, reinforced concrete slabs, steel deck gratings, simple and continuous spans, composite and noncomposite beams, for the Massachusetts Department of Public Works.

Access Roads to PWF Maintenance Garage, Haverhill, MA
Grading, drainage, roadway rehabilitation.

Airport Ramada Hotel, East Boston, MA
Re-design of 300-car parking lot.

Design of Sports Facility, South Weymouth, MA
Design and layout, surface and subsurface drainage design, engineering quality assurance for the Naval Air Force Station.

Route 151, Mine Brook, NH
Alignment and computer survey work.

Land Survey Geometry, Norwood/Westwood, MA

[illegible] specialists, and individual consultants anticipated for this project.

7. Brief resume of key persons, specialists, and individual consultants anticipated for this project.

a. Name & Title:
Mostafa Vessali
Resident Engineer

b. Project Assignment:

Resident Engineer

c. Name of Firm with which associated:

Schoenfeld Associates, Inc.

d. Years experience: With This Firm 1 With Other Firms 3

e Education. Degree(s) / Year / Specialization

MS, Civil Engineering, 1984
BS, Civil Engineering, 1982

f. Active Registration: Year First Registered/Discipline

Engineer-in-Training

g. Other Experience and Qualifications relevant to the proposed project:

Mr. Vessali has experience in surveying, structural and civil engineering, and construction inspection. As Chief of Survey Party, he has been in charge of layout, cross sections, detailing, calculations, and related work on construction sites, for property boundaries, and for roads, highways, and bridges. As a Transit Person, he has been responsible for the layout, grading, and related work for bridges over railroad tracks. As an Inspector, he has had experience with inspecting soils and concrete, also using the proctor test and sieve analysis. He is certified by the Commonwealth of Massachusetts to survey any state projects.

REPRESENTATIVE PROJECTS:

Eastern Route Track Rehabilitation
Everett to Salem, MA (MBTA/Subconsultant to Perini)
Work includes baseline control surveys; track location and reject of wage survey; cross sections at improved drainage areas; vertical clearance at bridges; detailing at grade crossing; and as-built drawings.

Wastewater Treatment Plant Expansion
Clinton, MA (Subconsultant to CDM)
Chief construction inspector for the upgrading and expansion of an existing 2 mgd trickling filter treatment plant to 3 mgd capacity.

Dry Weather Discharge Abatement
New Bedford, MA (Subconsultant to CDM)
Resident engineer.

North Sewer District Rehabilitation
Hingham, MA (Subconsultant to CDM)
Resident engineer.

Whitla Drive Sewer Rehabilitation
Worcester, MA (Subconsultant to CDM)
Resident engineer.

Porter Square Bridge over Commuter Rail
Cambridge, MA

8. Work by firm or joint-venture members which best illustrates current qualifications relevant to this project (list not more than 10 projects).

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Project Owner's Name & Address	d. Completion Date (actual or estimated)	e. Estimated Cost (in thousands)	
				Entire Project	Work for which Firm was/is responsible
(1) Draft/Final EIS/EIR for Depressed Central Artery/ Third Harbor Tunnel Project Boston, MA	EIS/EIR, traffic, and supportive engineering	Mass. Dept. of Public Works 10 Park Plaza Boston, MA 02116	1985	Report (JV)	Report (JV)
(2) Section One Design Southwest Corridor Project Boston, MA	Design of bridges, depressed trackway structure, covered by 4 acres of decking	MBTA 10 Park Plaza Boston, MA 02116	1987	$150,000	$150,000 (JV)
(3) Southwest Corridor Project Coordination Boston, MA	Coord. & design of system-wide elements for entire project	MBTA 10 Park Plaza Boston, MA 02116	1990	744,000 (JV)	744,000 (JV)
(4) Copley Square Resident Inspection Boston, MA	Services during construction	Boston Redevelopment Authority Bldg. 34, Charlestown Navy Yard Charlestown, MA	1989	5,200	5,200
(5) Highway Construction/ Reconstruction, Roadway Resurfacing and Highway Contract Maintenance, Boston, MA	Design and construction inspection services	Public Works Department Boston City Hall Boston, MA	1988	703	703
(6) Various Urban Revitalization Projects, Malden, MA	New roadways, utilities, drainage, signal systems, public open space	Malden Redevelopment Authority 200 Pleasant Street Malden, MA 02148	1990	40,000	40,000
(7) Kendall Square Urban Revitalization Programs Cambridge, MA	Site clearance, design of new roadways, utilities, plazas, etc.	Cambridge Redevelopment Authority City Hall Cambridge, MA 02139	1996	20,000	20,000
(8) Washington Street Reconstruction, West Roxbury (Boston), MA	Roadway improvements with 26 intersections including 6 new signalized intersections	Mass. Dept. of Public Works 10 Park Plaza Boston, MA 02116	1988 Design	3,000	3,000
(9) Lechmere Canal and Triangle Area Development Cambridge, MA	EIS/EIR and engineering design for public/private development & waterfront park	Community Development Department City Hall Annex Cambridge, MA 02139	1986	Unknown	250
(10) University Park at M.I.T. Cambridge, MA	Phase III infrastructure, site development, and utilities master planning	Forest City Development Corp. 26 Landsdowne Street Cambridge, MA 02142	1998	Unknown	2,000

8. Work by Firm or Joint Venture Members which Best Illustrates Current Qualifications Relevant to this Project. (List not more than 10 Projects)

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Owner's Name & Address	d. Completion Date (actual or estimated)	e. Estimated Cost (in thousands) Entire Project	Work for which Firm was/is responsible
(1) SECTION ONE Southwest Corridor Project Boston, MA	Master Planning, Design, Working Drawings and Construction Supervision	Massachusetts Bay Transit Authority Boston, MA	1988	$4,250.	$3,660.
(2) COPLEY DECK Southwest Corridor Project Boston, MA	Master Planning, Design, Working Drawings and Construction Supervision	Massachusetts Bay Transit Authority Boston, MA	1987	$ 977.	$ 977.
(3) NORTH CABOT YARDS Boston, MA	Master Planning, Design, Working Drawings and Construction Supervision	Massachusetts Bay Transit Authority Boston, MA	1987	$1,500.	$ 200.
(4) AMHERST COMMUNITY ACCESSABILITY PROGRAM Amherst, MA	Master Planning, Design, Working Drawings and Construction	Town of Amherst Amherst, MA	1981	$ 500.	$ 500.
(5) HYNES CONVENTION CENTER Boston, MA	Master Planning, Design, Working Drawings and Construction Supervision	Massachusetts Convention Center Authority Boston, MA	1989	$1,100.	$1,100.
(6) ROXBURY COMMUNITY COLLEGE Boston, MA	Design, Working Drawings and Construction Supervision	Division of Capital Planning & Operation Boston, MA	1988	$1,600.	$1,600.
(7) LANDSCAPE MAINTENANCE PROGRAM Cambridge, MA	Maintenance Analysis and Program Specification for 19 Parks	Recreation Department City of Cambridge, MA	1987	Study	$ 450.
(8) DOWNTOWN SAFETY IMPROVEMENTS Everett Square Everett, MA	Master Planning, Design, Working Drawings and Construction Supervision	Office of Community & Economic Development Everett, MA	1986	$1,800.	$1,800.
(9) NATICK COMMON & DOWNTOWN STREET IMPROVEMENTS Natick, MA	Design, Working Drawings and Construction Supervision	Division of Capital Planning & Operations Boston, MA	1988	$ 300.	$ 300.
(10) DORCHESTER AVENUE & TREMONT STREET STREETSCAPES Boston, MA	Design, Working Drawings and Construction Supervision	Public Facilities Department City of Boston, MA	1988	$ 750.	$ 750.

8 Work by Firm or Joint Venture Members which Best Illustrates Current Qualifications Relevant to this Project (List not more than 10 Projects)

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Owner's Name & Address	d. Completion Date (actual or estimated)	e. Estimated Cost (in thousands) Entire Project	Work for which Firm was/is responsible
United States Post Office Delivery Distribution Center, Roxbury, MA	Associated Architects, in charge of design, design development, construct. doc, comm. relat.	United States Postal Service Facility Service Office One N.E. Executive Park Burlington, MA 01803-5097	3/15/90	5,800	60%
Roxbury Visions Study Roxbury, Massachusetts	Conduct community analysis of current zoning summarize comm. zoning Objective in Graphics.	Boston Redevelopment Authority One City Hall Plaza Boston, MA	4/1/89	26,000 (Fees)	100%
MBTA Orange Line Retail Program, Boston, Roxbury, Jamaica Plain, MA.	Coordinate construction of multiple retail spaces with community based review groups.	MBTA, 10 Park Plaza Boston, MA	6/1/90	1,500	100%
City of Boston Public Facilities Department Multi Vendor, Urban Design	Work with local businesses in Roxbury/Jamaica Plain to complete facade improvements	City of Boston Public Facilities Department 15 Beacon Street Boston, MA	12/1/89	120,	100%

8. Work by firm or joint-venture members which best illustrates current dimensional capability to the project listed. Identify by number from Item 7.

8. Work by firm or joint-venture members which best illustrates current qualifications relevant to this project (list not more than 10 projects)

SCHOENFELD ASSOCIATES, INC. a. Project Name & Location	b. Nature of Firm's Responsibility	c. Project Owner's Name & Address	d. Completion Date (actual or estimated)	e. Estimated Cost (in thousands)	
				Entire Project	Work for which Firm was/is responsible
(1) Improvements Peters Park/Rotch Plygrnd. Boston (South End), MA	Survey, Design Contract Documents Construction Admin.	City of Boston Parks & Recreation Dept. Boston, MA	1988	250	250
(2) Improvements Pvt. Amatucci Playground Dorchester, MA	Design Contract Documents Construction Admin.	City of Boston Parks & Recreation Dept. Boston, MA	1982	500	500
(3) Upgrade Playing Field Naval Air Station South Weymouth, MA	Design Contract Documents Construction Admin.	US Navy, Northern Div. Naval Fac. Eng. Comm. Philadephia, PA	1988	500	500
(4) Track/Field/Fac. Rehab. East Boston Recreation Ctr East Boston, MA	Design Contract Documents Construction Admin.	City of Boston Public Facilities Dept. Boston, MA	1985	350	350
(5) Additions/Alterations Wonderland Race Track Revere, MA	Master Plan, Design Contract Documents Construction Admin.	Wonderland Race Track Revere, MA	1985	3,500	3,500
(6) Site Improvements River St. Parking Lot Mattapan, MA	Design Contract Documents Construction Admin.	City of Boston Real Property Dept. Boston, MA	1988	350	350
(7) Site Improvements 1000-Car Parking Lot Dedham Plaza, MA	Design Contract Documents Construction Admin.	The Feinberg Companies 150 Causeway Street Boston, MA	1989	500	500
(8) Roadway Improvements Lynn Shore Drive/Reserv. Lynn/Swampscott, MA	Study, Design Contract Documents Construction Admin.	Metropolitan Dist. Comm. Boston, MA	1989	8,000	8,000
(9) Roadway/Sidewalk Design Atlantic Avenue Phase II Boston, MA	Study, Survey, Design Contract Documents Construction Admin.	City of Boston Redevelopment Authority Boston, MA	1984	1,300	1,300
(10) Renovations Paris St. Gymnasium East Boston, MA	Design Contract Documents Construction Admin.	City of Boston Public Facilities Dept. Boston, MA	1988	960	960

9. All work by firms or joint-venture members currently being performed directly for Federal agencies.

FAY, SPOFFORD & THORNDIKE, INC.

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Agency (Responsible Office) Name & Address	d. Percent complete	e. Estimated Cost (In Thousands)	
				Entire Project	Work for which firm is responsible
Engineering Services for HUD-Owned Buildings Boston, MA	Multidisciplinary services for repair and alterations to HUD-owned properties	U.S. Department of Housing and Development 10 Causeway Street Boston, MA 02114	95	$ 70 (fee)	$ 70
Modernize Pumphouse, Drydock No. 1 Charleston Naval Shipyard N62457-84-C-1013	Post-construction award services	Southern Div. NAVFACENGCOM 2155 Eagle Drive P.O. Box 10068 Charleston, SC 29411-0008	95	5,000	5,000
Open-End Contract for A-E Services Westover AFB, MA F19617-88-D-0003	Mechanical and electrical engineering design	Contracting Officer Operational Contracting Office Building 5375 Westover AFB, MA 01002	70	250 (fee)	250
Berthing Pier, Naval Station Pascagoula, MS N62467-86-C-0291	Construction services for berthing pier and support facilities	Southern Div. NAVFACENGCOM 2155 Eagle Drive P.O. Box 10068 Charleston, SC 29411-0008	75	27,000	27,000
Design - Explosive Handling Wharf No. 2 Naval Submarine Base Kings Bay, GA N68248-83-C-0708	Services for covered wharf, building design and support facilities	Southern Div. NAVFACENGCOM 2155 Eagle Drive P.O. Box 10068 Charleston, SC 29411-0008	35	45,000	45,000
ID/IQ Engineering Services, New England DACA33-89-D-0001	Civil, structural, electrical, mechanical, environmental services, as needed	New England Division U.S. Army Corps of Engineers 424 Trapelo Road Waltham, MA 02254-9149	75	1,500	1,500

9 All work by firms or Joint Venture members currently being performed directly for Federal agencies

a. Project Name & Location	b. Nature of Firm's Responsibility	c. Agency (Responsible Office) Name & Address	d. Percent complete	e. Estimated Cost (In Thousands)	
				Entire Project	Work for which firm is responsible
United States Post Office Delivery Distribution Center, Roxbury, MA	Associated Architects, in charge of design development, design, construction docs., community relations and agency review.	United States Postal Service Facility Service Office P.O. Box 853 One N.E. Executive Park Burlington, MA 01803-5097	95%	5,800	60%

additional information or description of resources (including any computer design capabilities) supporting your firm's qualifications

10. Use this space to provide any additional information or description of resources (including any computer design capabilities) supporting your firm's qualifications for the proposed project.

FAY, SPOFFORD & THORNDIKE, INC. (FST) is a Massachusetts-based consulting engineering and planning firm which was organized as a partnership in 1914 and incorporated in 1956. The company has offices in Boston and Lexington, MA. For over 75 years, FST has provided the highest caliber of professional engineering services over a broad spectrum, including urban revitalization projects; storm drainage; water supply, distribution, and treatment facilities; environmental impact document and permit preparation; waterfront facilities; wastewater collection, treatment, and disposal systems; transportation facility planning; highways and bridges; airport planning and design; and other elements of public works and private industry projects. The company has completed more than 9,500 projects in various parts of the world, the majority in the New England area.

The professional staff of FST (more than 250 employees) consists of engineers and planners with expertise in planning, design, and construction management for a wide range of projects. FST's staff is multidisciplined and includes civil, transportation, structural, electrical, mechanical, geotechnical, and environmental engineers.

The broad skills of the staff and our experience with waterworks and wastewater systems, utilities of all types, waterfront construction, urban design, roadway reconstruction, highway design and traffic engineering, bridge design, etc. is critical to solving the types of problems that arise with the siting and design of facilities and their integration into the total infrastructure of the community and the environment. Our understanding of the environmental regulatory framework and the realities of environmental permit requirements assists in assuring that our planning and design efforts achieve projects which are also readily permitted.

FST is a full-service firm, well-versed in handling a project from the initial planning, site selection, and feasibility studies through preliminary and final design, environmental documentation and permits, and the provision of services during construction, as a client wishes.

We take particular pride in the long-standing relationships we have developed with agencies, municipalities, and various private sector clients. Many of these relationships span several decades; the individual client returns to FST repeatedly for his engineering needs, attesting to his satisfaction with our previous work and the high professional standards of the services we have provided.

Over the years, projects involving urban revitalization have become a key component of the firm's work. With specialists in-house to staff a project's differing requirements, we are able to offer cost-effective services to our clients, making use of personnel only for that portion of a project during which their services are actually required.

FST has been honored many times by local, regional, and national design awards as well as numerous military awards for our completed projects. These awards have been received from many types of organizations and agencies-- and, underscoring engineering excellence, from juries of our peers.

For the Ruggles Center Plaza Project, we have assembled a project team using well-recognized specialists in their respective fields. We have used only firms which are located in Boston and have stressed the inclusion of MBE and WBE firms to assure meeting the goals of the BRA as well as our own in-house Affirmative Action/Equal Employment Opportunity policies.

11. The foregoing is a statement of facts.

Signature: Robert J. Caton

Typed Name and Title: Robert J. Caton, P.E.
Senior Vice President

Date: March 8, 1990

GSA DC 75-10944

☆U.S. Government Printing Office: 1984—434-846

STANDARD FORM 255 (Rev. 10-83)

10. Use this space to provide any additional information or description of resources supporting your firm's qualifications for the proposed project

MORIECE & GARY, INC. is a professional consulting firm providing landscape architectural and urban design services to a broad clientele. The list of clients includes Federal, State and local agencies, commercial and institutional groups and architectural and engineering firms. The over one thousand projects completed for our clients since 1948 include developments in recreation and open space, housing, schools, commerce and industry, transportation and civic and health care facilities. While most of these projects are in the New England region, some are located in urban centers along the East Coast and abroad.

The firm has the experience and staff capability to perform the following specialized services:

- comprehensive land planning
- site analysis and selection
- historical restoration research
- construction inspection
- construction drawings and specifications
- Environmental resource inventory
- site planning and design
- construction cost estimates
- site maintenance specifications
- post construction evaluation

Innovative design, cost effectiveness and a close personal working relationship with our clients is stressed in the performance of these services. Each project is supervised by a principal and managed by an associate with a skilled staff team selected for their particular project experience. In this manner each project is assured of the highest personalized service. Special technical support consultants are retained as required to service the client's needs.

Moriece & Gary is known both for its design excellence and for its technical competence in executing projects within set limits of time and cost. Their over two dozen national and regional awards testify to the firm's project design quality. Over the past thirty years, Moriece & Gary, Inc. has researched, master planned and prepared the contract documents for the construction of over one hundred parks, memorials, visitors centers, historical restorations, streetscapes and exhibit areas throughout the New England Region. This experience includes projects for the heritage State Park Program with the Department of Environmental Management, the Metropolitan District Commission, the National Park Services, the Cities of Boston, Amherst, Lowell, Lawrence, Lynn, Danvers, Gloucester, Cambridge, Burlington, Brockton, Hull, Concord, Gardner, Arlington, Providence, Portsmouth, Weston, Wellesley, Lincoln and Bedford to name but a few.

Moriece & Gary has designed and prepared contract Documents for a variety of urban streetscape improvements including Everett Square, Natick Common and Streetscape, Amherst Community Accessibility Program, Winthrop Square in Brockton, Memorial Drive Landscape Study, Palmer Street and Harvard University Underpass in Cambridge. In the City of Boston, Moriece & Gary has designed the Upper and Lower Harcourt Street reconstruction, Cazanove and St. Charles Street ends, St. Botolph Street reconstruction and the reconstruction of Claremont and Carleton Streets. They have designed streetscapes for Dorchester Avenue and Tremont Streets as well. Moriece & Gary's numerous park projects for the City of Boston, their extensive work with the Southwest Corridor Project and Roxbury Community College gives them valuable insight into the community and a good working relationship with the various City Agencies. They have extensive and ongoing experience with the various community and special interest groups in the greater Ruggles Plaza area. Their Staff is very familiar with the local communities goals and needs.

11. The foregoing is a statement of facts.

Signature: _____ Typed Name and Title: Gary W. Puryear, Vice President

Date: 3/7/90

Boston City Council

Bruce C. Bolling
District 7
725-4220

November 22, 1988

Ms. Lisa Chapnick, Director
Public Facilities Department
26 Court Street
Boston, MA 02108

Dear Ms. Chapnick:

Mr. Kirk Sykes has informed me that his firm, Primary Group, has submitted three proposals for design services to the Public Facilities Department; I fully support the efforts of this firm to perform design services for PFD.

I am familiar with Primary Group through the many, varied architectual projects they have undertaken in Boston's neighborhoods. Primary Group has designed health care facilities for Roxbury Comprehensive Community Health Center and Mattapan Community Health Center. This firm has also been involved in the renovation of many residential structures and several commercial buildings in the community. Most recently, Primary Group has begun the design of two professional buildings in Roxbury's Grove Hall section, the Silvia Building and the former welfare building at 618 Blue Hill Avenue. The new seven million dollar Roxbury Post Office, planned to be located in Dudley Square, was co-designed by Primary Group.

As a Boston-based, minority-owned architectual firm, Primary Group has sought to balance its client roster between non-profit and for profit clients. This client mix exhibits their concern for the civic growth of the community as well as its economic growth. Primary Group is a dedicated and capable firm which has a bright future in the Greater Boston area.

I fully support Primary Group's proposals; I urge you to give every consideration to this firm's bid to perform design services for the Public Facilities Department.

Sincerely,

Bruce C. Bolling
City Councillor

BCB/bew

BOSTON

RECEIVED
NOV 22 1988
PRIMARY GROUP

November 18, 1988

Ms. Lisa Chaptick, Director
Public Facilities Department
26 Court Street
6th Floor
Boston, MA 02108

Dear Lisa:

I am writing to put in a good word for the Primary Group, a minority-owned architecture firm located in Boston. I understand that this firm has several proposals for design work pending with your Department.

Through my activities as a Trustee of the Neighborhood Jobs Trust, I have met principals of the Primary Group and have been very impressed by the degree of professionalism and community involvement demonstrated by this firm. I have also heard very positive comments about their design work on such projects as the Roxbury Post Office in Dudley Square, the Mattapan Community Health Center, and the Roxbury Comprehensive Community Health Center.

As a fellow department head who is often besieged by vendors and their advocates, I do not mean to burden your selection process. I simply want to pass along the very positive impression the Primary Group has made on me and others.

Thank you for your consideration.

Sincerely,

Lee F. Jackson
Collector-Treasurer

LFJ:gv

Raymond L. Flynn, Mayor

UNITED STATES POSTAL SERVICE
Facilities Service Office
One New England Executive Park
Burlington, MA 01803-5097

January 31, 1990

Bechtel/Parsons Brinckerhoff
Procurement Department
One South Station, 5th Floor
Boston, MA 02110

Dear Sirs:

Primary Group, Inc. (PGI) is the Associated Architect for the United States Postal Service, Roxbury Delivery Distribution Center. In this capacity PGI contributed to the design of the facility, development of the urban design concept and the community relations management of the project.

Primary Group, Inc. was responsible for coordination of the community relations activities for the project as well as interfacing with neighborhood regulatory boards and the Boston Redevelopment Authority. Community relations for this project constituted presentation of project information, multiple neighborhood meetings, recording community concerns and requests, and attending/coordinating meetings with media, the BRA and the Mayor of the City of Boston.

Primary Group has managed the interface of this federally funded project and the local community and regulatory agencies extremely well. Approvals have been timely, project information has been distributed effectively and community concerns have been documented and addressed. I would recommend Primary Group for any small to medium size architectural projects.

Sincerely,

Ernest M. Marsh, A.I.A.
Program Manager, Design and Construction

EMM:pl

BOSTON
REDEVELOPMENT
AUTHORITY

Raymond L. Flynn
Mayor

Stephen Coyle
Director

One City Hall Square
Boston, MA 02201
(617) 722-4300

January 30, 1990

Bechtel/Parsons Brinkerhoff
Procurement Department
One South Station, 5th floor
Boston, Massachusetts 02110

Dear Sirs:

The Boston Redevelopment Authority has contracted Primary Group, Inc., to provide urban design services and analysis for agency and community review. Primary Group, Inc., successfully managed the difficult task of analyzing the IPOD zoning implicating this information to citizen review boards.

The "Roxbury Vision Study" preformed by Primary Group was an urban design study which required community relations skills and familiarity with state and local agencies and policies. Primary Group synopsized the new IPOD zoning guidelines and then generated urban design analysis to be presented the community in graphic and written form at several community forums. Primary Group then summarized community response to the urban design analysis for amendment of the new City of Boston zoning guidelines. This study combined with the communities input is the basis of current Boston zoning law.

I recommend Primary Group, Inc., highly as design professionals with a unique facility to communicate with communities in which they are working.

Sincerely,

Muhammed Ali-Salaam
Deputy Direct for
Neighborhood Planning and Zoning

MAS:lmc

TAYLOR
PROPERTIES, INC.

January 30, 1990

Bechtel/Parsons Brinkerhoff
One South Station, 5th Floor
Procurement Department
Boston, MA 02110

Dear Sirs:

Primary Group, Inc. is under contract to Transit Retail Partnership to provide design coordination for all of the MBTA Orange Line Southwest Corridor Retail Spaces. In this capacity, Primary Group provides urban design input regarding indoor and outdoor retail spaces and coordinates the tenant design review process.

Primary Group assisted in the community presentation and tenant selection process. In this capacity they summarized design issues as well as all state and MBTA regulations for presentation to the community. Graphic and written information was distributed at community meetings held for residents abutting the MBTA Southwest Corridor. Primary Group successfully addressed questions from the community and prepared responses for the community, MBTA and Transit Retail Partnership.

Primary Group's transit related experience assisted them in interfacing on our behalf with MBTA Real Estate and Design Review staff as well as the community. It is our opinion that Primary Group has combined outstanding design/urban design skills with strong community relations skills to facilitate the completion of our project.

Sincerely,

Richard L. Taylor
Managing Partner
Transit Retail Partnership

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